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BALTIMORE, AUGUST 29, 1907.

RIGHT MAN IN RIGHT PLACE.

Mr. James M. Barr, Director-General of the Jamestown Exposition, is emphatically demonstrating the fact that he is about the first individual holding a position of authority at the Exposition to realize why the Exposition was planned.

TYPICALLY ROYCROFT.

When his honeymoon wanes United States Senator A. Jeremiah Beveridge, idol of the gallery goddesses at Washington and promoter of a system of affidavits in sociology, might, with his affidavitizer-in-chief, ponder upon the following dispatch in the New York Sun from East Aurora, N. Y.:

E. H. Williamson, Deputy State Inspector of Factories, made a visit to this place this week and caused trouble in the ranks of the Roycrofters. He did not find things to his liking in Elbert Hubbard's printery and hotel, and he demanded the immediate discharge of a dozen girls and boys who are under 14 years of age and who had been employed by Hubbard in violation of the State labor laws.

Hubbard's excuse was that he was giving these child laborers a chance to make a few dollars during the vacation.

For the benefit of folks with short memories it may be recalled that the most telling feature of Senator Beveridge's child-labor oration of January 23 and 28 and 29 last was the introduction of affidavits by contributors to the literature of the agitation to the effect that what they had written was substantially true and correct, and that one of these affidavits was supplied by Elbert Hubbard as to his view of South-

ern cotton-mill conditions. Gradually the facts about the child-labor agitation are oozing into publicity from the muck of their origin.

NATURE SUPERIOR TO DEMAGOGIC AGITATION.

Notwithstanding the fears in the early summer that the long, cold spring would bring disaster to the crops, it is now assured that once more Nature will bless this country with abundant harvests. It is true that the phenomenal yield of corn and wheat last year may not be quite equaled, but it is also true that the output will exceed the average of recent years, and at the same time the increase in the value of farm products is likely to far more than offset the decline in the aggregate yield. There may be a decrease in wheat of possibly 75,000,000 bushels, but with the price more than 20 cents a bushel above the corresponding time last year there ought to be a net increase of \$75,000,000 to \$100,000,000 in the value of the wheat crop over that of 1906. With an increase in the price of corn and cotton the falling off in these crops will likewise be doubtless offset by their higher values. Thus the farmers of the country are once more to be blessed with a vast income—an income so great as compared with five or six years ago that it is difficult to comprehend the magnitude of the gain.

The value of farm products in different years has been as follows:

Years.	
1880.....	\$2,212,000,000
1890.....	2,466,000,000
1900.....	4,717,000,000
1905.....	6,415,000,000
1906.....	6,794,000,000
1907.....	7,000,000,000
	*Estimated.

These figures bring out several remarkable facts. Between 1880 and 1890 there was a gain in the value of farm products of only \$254,000,000. Between 1890 and 1900 there was a gain of almost exactly ten times as much, or \$2,250,000,000. But possibly the most striking fact in this remarkable exhibit of increasing prosperity of the farmers is that the gain in the last seven years between 1900 and 1907 of \$2,283,000,000 is only 9 per cent. less than the total gain of 20 years between 1880 and 1900. The increase in the last seven years of \$2,283,000,000 is a gain of nearly 50 per cent. in that time. This gain in seven years is almost equal to the total value of the farm products of the country in 1890. In the latter year the per capita production of all engaged in agriculture was \$287, almost exactly the same as in 1880, while at the present time the per capita of all engaged in agriculture is about \$600.

Under these remarkable conditions we can readily understand the wonderful change which has taken place in the financial condition of the farmers of the entire country. Burdened as the West was 10 years ago with farm mortgages, and as the South was until to 1902 or 1903, both sections are now to a very large extent free from such indebtedness, the aggregate of farm loans prob-

ably being smaller than at any time since 1865. The prosperity of the farmers is seen not only in the paying off of hundreds of millions of farm mortgages and in the building of better homes, but also in the heavy deposits in the country banks throughout the West and South. Every banker in all the agricultural regions of the country has been impressed during the past few years with the great increase in the deposits of farmers, and in many portions of the South a large proportion of the deposits in country banks are made up of surplus accumulations of the agricultural classes. With such fundamentally sound conditions it is scarcely possible, however unwise may be the anti-corporation legislation of the day, for the country to again sink into the depths of panicky times such as we have had in the past. So far as the South is concerned, it is quite safe to count that this section will receive for its cotton and cottonseed an aggregate of \$800,000,000. The world's demand for cotton has been growing at such a rapid pace that we are not likely to see low prices for a long time to come, if ever again; and whether this year's crop fulfills the estimate of the bulls or the bears, the price will doubtless be so regulated by market conditions as to give the great total of \$800,000,000. Of this sum, Europe will probably pay into the South to meet its bill for cotton at least \$500,000,000, and with such conditions there must of necessity be great business activity. If to these conditions there could be added the elimination of the antagonism and the legislation developed by politicians for their own personal ends against railroads, this section would see such prosperity as no other section of America has ever known.

PORTLAND, A PACEMAKER.

When the MANUFACTURERS' RECORD sent its special correspondent, Mr. Albert Phenix, to the Pacific Coast to study the causes which have brought about the remarkable development of the cities of that section, we stated that we believed that his letters would prove an inspiration not only to the South, but to the whole country as to how to do things. The letters which we have already published have fulfilled that prediction, but if Mr. Phenix had written no other letter than the one which we publish today about Portland his trip would have been worth to the South many times its cost to the MANUFACTURERS' RECORD. The story which he tells of Portland and how it has been developed on conservative lines, how its people have within five months raised \$100,000 for advertising purposes, how its Commercial Club has become the great center for stimulating not only the business people, but every class of citizen, even down to the school-boy, to an active part in the upbuilding of his State, is one of absorbing interest; but outside of this story of the forces which have brought about such wonderful material growth, showing

how other cities can follow the same good work, there are many other facts presented of profound interest. Having given the Los Angeles and the San Francisco way of handling labor conditions, it is interesting to see how Portland has met the labor situation, and it is likewise of interest to find a people so law-abiding that the social clubs of the city voluntarily comply with the law against the sale of liquor on Sunday. The whole letter is full of meat and worthy of careful study by every man who seeks to know what other sections are doing and the reasons for their accomplishments, in order that he may know how to benefit his own community.

SULPHUROUS IMMIGRATION.

Something more than two years ago it developed that the Italian Government was conducting an investigation of the sulphur industry in Louisiana and its bearing upon the future of the Sicilian sulphur trust, in which the Italian Government is interested. Under the same auspices and at the same time the Italian Government was deeply interested in a vigorous though covert campaign to induce the South to welcome Italian immigrants, or, putting it bluntly, a campaign to enable Italy to rid itself of thousands of its population at the expense of the South. The MANUFACTURERS' RECORD has been aware of the twin movements, without being in a position to discuss their intimate connection, but its knowledge is the explanation of its contention that, while nothing should be permitted to check the flow of a healthy stream of immigration to the South and everything possible should be done to swell that stream, no encouragement should be given to diverting to the South or to any other part of the country immigration speeded directly or indirectly by the authorities of the countries of its origin. The twin movements come close to the surface in reports of a situation in Sicily as to the sulphur business, there. The *Engineering and Mining Journal* in its latest issue says:

The Sicilian sulphur producers seem to be still unable to realize their present situation. Our latest correspondence states that a conference was recently held at which were present representatives of the Consorzio Obbligatorio—which now controls the Sicilian output and export of brimstone—and of the chief American producer. The American delegate not only refused to make any arrangement to give the Sicilian producers a part of the American trade, but also announced that, in case of any hostile measures, the producers here would export sulphur to Europe. At this, we are told, the Sicilian delegates withdrew "in just indignation." The Consorzio is now discussing the possibility of crushing competition by exporting some of its stocks to this country at a low figure.

With this should be read the following comments of the *Oil, Paint and Drug Reporter* referring to the intimation that offers had been received at New York to sell Sicilian sulphur at \$19.50 per ton, with the current market price at \$22.12½ per ton:

It seems that there has been trouble brew-

ing in Italy for some time over the sulphur situation. The Consorzio appointed by the Italian Government to conduct the brimstone industry of Sicily, it will be remembered, decided some time ago to withdraw 400,000 tons from the market in order to maintain prices which would give the laborers in the mines living wages and at the same time meet American competition. The fact that such a vast quantity of merchantable material was lying idly in store was enough to tempt speculative interests. Politics were brought into the game and the stability of the Consorzio threatened. The leaders in the movement are agitators of high financial standing, who all along have been at variance with the Government, and are now striving hard to overthrow it. This end accomplished, their hopes are to have 400,000 tons of sulphur thrown on the markets of the world, which they themselves could acquire at a very low price. The further result of such enterprise would be that the mines of Sicily would be closed for an indefinite time, or so long as the 400,000 tons held out, and that meanwhile the American producers would be forced to accept one of two possibilities—either they must enter into a gentleman's agreement and maintain prices which would afford the Sicilian speculators a handsome profit or they must meet competition by the usual expensive method.

If the originators of the plan abroad succeed it will mean that about 300,000 people will be deprived of all means of support and that the Italian Government is likely to have a revolution on its hands. Just how far matters have progressed toward the undermining of the Consorzio it is not possible at the moment to speak authoritatively, but straws show which way the wind blows, and the recent offer to cut prices in the American market looks ominous.

There is a story of dramatic interest underlying this acute situation. In it is involved international diplomacy of the sub-rosa order, the game of domination of the world's sulphur trade and a social condition menacing the peace of Italy on the one hand and the integrity of American civilization on the other. It is no wonder that Italy has during the past three or four years had its agents in one guise or another in New York, at Washington and in the South, trying to make use of the South's desire for immigrants as a means of cultivating a public opinion favorable to Sicilian immigration to the South. It is no wonder that Italian influences have paralleled those of transatlantic transportation interests in active promotion of such enterprises as the "Southern" Industrial Parliament at Washington in the spring of 1905, the "Southern" Immigration Conferences at Chattanooga and at Nashville, against all of which, in spite of participation in good faith but in absolute misunderstanding on the part of a few substantial Southerners, the great body of the substantial South set its face. It is no wonder that these influences, appearing under different titles to suit different occasions, have united with other influences engineered from London and New York to confuse the counsels of American lawmakers seeking to formulate immigration legislation of benefit to the United States. It is no wonder that mere hints of the widely-ramified scheme have tended to create opposition to all immigration. With a revolution threatening it because of the possibility that 300,000 Sicilians may be without means of support, it is no wonder that the Italian Government has increased the number of points from which its citizens may be deported with its assistance, and has tried to strengthen the lines of direct communication with Southern ports to facilitate the movement of this population to about the only portion of the country which knows little by experience of the character of the potentially revolutionary class. It would be a pity should knowledge of the Italian Government's vital interest in ridding itself of undesirable citizens by dumping them upon the South lead the South to set its face against the class of Italians

who are valuable assets for any country.

In the meantime Louisiana has revolutionized the world's sulphur trade, and now dominates that industry, with all its wide ramifications.

ENGLISH PRICES OUTSTRIPPING AMERICAN.

Considering the phenomenal activity in the coal trade of Europe, it is not surprising that foreign buyers have been lively bidders for American coal, both anthracite and bituminous. Dispatches from Philadelphia state, however, that an offer for 200,000 tons of anthracite coal at the market price could not be accepted because of the inability to secure sufficient number of miners to give an output even equal to the home demand. The same condition is reported as prevailing in the bituminous trade likewise. This condition is not confined to the coal trade of the United States. In Great Britain especially the remarkable activity and the advancing prices of coal, to which the MANUFACTURERS' RECORD has previously referred, are attracting wide attention. Miners' wages in Wales have been advanced very rapidly, but still the supply of miners is not equal to the demand. Commenting on this condition the *Iron and Coal Trades Review* of London points out that the good prospects reported a month ago "have been more than realized," and "the outlook now is still more cheering," and to this it adds:

The demand for South Wales coal is greater than the supply, and will be so for some time. Colliers, when earning good wages, are never so industrious as when wages are low. Every holiday is prolonged. Although it was well known that ships were on demurrage in waiting for coal, very few colliers, indeed, resumed work till Thursday last week, the Monday previous being Bank Holiday, and "Mabon's" Day is held by the younger colliers every week.

Among our foreign customers Germany is almost the only country from which large demands for steam coal have not been received. Italy and France are taking large quantities. Several collieries have already accepted large contracts, the delivery of which will extend over the whole of 1908. The Cambrian Colliery has, it is said, booked every ton of coal that can be raised during the whole of next year. Ferndale, Ocean, Nixons and several other collieries are said to be in a nearly similar position. Quotations for coal are still advancing, especially for future delivery, as much as 24s. being asked for best Admiralty quality last week, and some coalowners predict that before the close of 1908 the best Admiralty coal will be selling at 30s. a ton. The demand for small coal for bunkers is very large, and 13s. 3d. was paid last week. This, no doubt, had some influence on the coalowners' decision on the wage question. All the large collieries have done exceedingly well during the present year, some having made a greater profit during the first half of 1907 than they did in the whole of 1906. Nearly all the principal collieries have paid a dividend of 10 per cent. for the first half of the present year, in addition to having expended large sums of money in the improvement of plant and machinery, opening out new workings, etc., for the sole purpose of increasing their output.

With quotations for future deliveries of Admiralty coal of 24s., with mine-owners predicting 30s., or \$7.50 a ton, before the end of 1908, it can readily be seen that the activity and high prices in Great Britain are running ahead of what we have at present in this country.

Against \$28 a ton for steel rails in this country, steel rails at Middlesborough are quoted at £6 17s. 6d., while 50 per cent. Mediterranean ore is held at 21s., or about \$5.25, on board ship in the Tees, which is said to be satisfactory to the furnace people. With coal at \$6 a ton and ore at \$5.25 a ton in England we have some conception of the possibilities of coal and ore in this country, and with steel rails \$3

a ton higher there than in the United States we have a condition which surely must keep our free-trade friends awake in their efforts to find some new argument. For instance, a religious paper in Louisville, in its issue of August 8, under the head of "Steel Trust's Steal," said:

The Steel Trust is making rails that break in great numbers under the traffic of today. The charges for these steel rails are 50 per cent. more than the market price abroad. It agrees to make a better steel rail if the roads will pay them \$10 more for \$5 extra work.

Possibly that paper ought not to be expected to know anything about business matters, as most religious papers display a surprising ignorance almost incomprehensible to the average business man when discussing such subjects, but it ought at least omit discussing things that it knows nothing about. It says that the charges for steel rails made by the Steel Corporation are 50 per cent. higher than the market price abroad, whereas, as just stated, as a matter of fact, the price of rails in the United States is less than the price of rails in England. On August 8, the very day on which the *Argus* published this announcement, the price of steel rails at Middlesborough, England, was £6 7s. 6d., or about \$31 per ton, against \$28 in this country, and on August 15 the price had advanced in Middlesborough to £6 17s. 6d., while the price in the United States continued uniform as for some years past. It looks as though that paper owed an apology to its readers. It might owe an apology to the Steel Corporation, but the Steel Corporation, like other business institutions, has had to become accustomed to so much misrepresentation that it has probably ceased to expect fair and correct statements from that class of newspapers which seem to be most interested in trying to break down the prosperity of the great corporations of America—the corporations which have made its marvelous development possible.

TRAGEDY OF A TRUNK.

No wonder the railroads in Alabama are having a hard time! No wonder the whole State is in arms seeking their destruction! No wonder that the Governor is threatening to call an extra session of the Legislature in order to pass more stringent laws against these heartless corporations! For has not Mr. R. B. Kyle of Gadsden written to the *Times-News* of that town a story calculated to stir the animosity of every man, woman and child in that State? Mr. Kyle tells a story full of pathos, of suffering. He started on a journey and by the conspiracy of the whole railroad interest of the State his baggage did not follow him promptly. He writes from Rogersville, Tenn., that he is stranded, awaiting the arrival of his baggage, and because of this fearful condition he writes to denounce the report that the Commercial Club of Gadsden is contemplating passing a resolution condemning the railroad legislation of Alabama, and with the ability to decide exactly what every other man should do and exactly how every man should think on such a subject, he says:

If any member of the Commercial Club favors such a resolution, he is a fit subject for the fool-killer.

But who can blame him? For read his story:

I may be forced, by the failure of the railroads to deliver my baggage, to return home in a few days. If I am, some lawyer will get a good job in trying to make the railroad pay for the great worry and humiliation my party has to endure for want of a change of clothes.

There is the whole story. The mighty Kyle, full of rile, wants to bring down upon the railroads of the State the wrath of the whole community because his family is denied the privilege of a change of clothing. What boots it that railroad agents and porters sometimes make mistakes? What cares the mighty Kyle for this? When he travels mistakes must not happen; yea, they shall not happen. If it takes the whole power of the State of Alabama and all of the militia to stand at the depot and force the baggagemaster to properly check his baggage, and the lazy porter to put it on the right train, it must be done. It is a shame and disgrace to the whole State that this great man should be made to suffer "worry and humiliation" for a "change of clothes." And yet he thinks the fool-killer ought to be doing more vigorous work.

"SECTIONAL SELF-CONSCIOUSNESS."

The utter insincerity of the made-in-New York call for a Southern Democratic candidate for the Presidency in 1908 has all along been so apparent to clear and disinterested thinkers having the welfare of the South and of the country at heart, that it is a bit of ridiculous supererogation for the *World's Work* of New York city to butt into the obsequies of the call by making the brilliantly frazzled suggestion that "the Democrats' extremity is the South's opportunity," and that it is a chance "for a Democrat, preferably from some Southern State, to come forward and claim the nomination." The characteristic effrontery of the suggestion appears in the fact that it is made by the *World's Work*, which only about four years ago calmly announced editorially in connection with the suggestion that "the South can be punished politically by reducing its representation in Congress," that "these States have never been real democracies," and that "the problem is to make a democracy possible there." It was impossible for the *World's Work* to miss the opportunity to be impertinent, and just as impossible for it to avoid indulging in the following canting flapdoodle in its description of the ideal Southern candidate:

He must be national in his thought. He must have no sectional self-consciousness.

That is the language of a little cult of otherwise insignificant individuals who happened to be born in the South delighting in describing themselves or in permitting themselves to be described, as hugging to their hearts in "lonely isolation" what in their ignorance they fondly imagined were profound philosophic discoveries, but which were in reality profound absurdities or profound platitudes, and only emerging upon the consciousness of a long-suffering but intelligent people under the call, also made-in-New York, and with a promise of millions in it, for a democratization of education by way of beggary. The *World's Work* is the principal literary medium of this cult and, of course, has to indulge in its fad-patter and to participate in its effective nursing of the embers of sectionalism.

Well-informed intelligence need only to pin the *World's Work* down to a definition of "national in thought" and "sectional self-consciousness," to be given a striking demonstration of the incapacity of the *World's Work* to advise the South wisely in any particular. The Southern men, who are national in their thought, and, what is of more im-

portance, national in their deeds, are not talking about "the war" or the "negro problem." They leave all that to the *World's Work* and its lonely isolates, who haven't caught on to martyrdom and money in other parts of the country. These Southern men are not even joining in the advocacy of a Southern candidate for the Presidency. They are pulling no Wall Street chestnuts out of the political fire. In their boyhood they learned something about holding the bag at midnight for sky-larks. In their manhood they know, if the editor of the *World's Work* does not know, that the surest appeal to sectional self-consciousness is the advocacy of the candidacy for President of any man as of any particular section. They know that the most notorious exhibitions of "sectional self-consciousness" may be looked for in "well-known Americans of Southern origin," whether they happen to be editing the *World's Work* or are brought into the limelight of the investigation of the wonderful financing of the Belmont-Ryan Interborough-Metropolitan traction aggregation as accompaniments of seeking to play the South for a political sucker.

"ARE WE EQUAL TO OUR BURDEN?"

Once more to the breach, dear friends, rushes the *Atlanta Georgian* (and *News*) and says:

The removal of Railroad Commissioner Brown and the appointment of Commissioner McLendon is the first expression of the strong hand in Georgia politics of today. Governor Smith has said upon a hundred platforms that he would unhesitatingly remove any member of the railroad commission who stood, or seemed to stand, obstructive in the way of railroad regulation.

There were those who held this threat to be a mere detonation of campaign thunder.

Well, the lightning has struck today, and in its passage to its predestined end we see the force and the directness with which the new administration is going to do its work.

So long as the Legislature was in session the new Governor wisely refrained from any act that would antagonize a body upon whose ballots he was absolutely dependent for the legislation he had promised to write upon the statute-books of the State. He could not afford to give any handle of opposition to a body not personally favorable to his administration so long as the great measures of his campaign were in the balance.

In the light of the last paragraph it is difficult to understand why the editorial containing it should have been headed "Hoke Smith of the Strong Hand." At this distance it would seem that manual strength would have been exemplified in a more pronounced recognition of the co-ordination of the constituent branches of the government of Georgia, provided the word strength is to apply to statesmanship and not to politics.

So bubbling and imprudent, however, is the *Atlanta Georgian* (and *News*) that perhaps it is unwittingly doing Governor Smith an injustice in accusing him of employing the strong hand and in suggesting that the suspension of Commissioner Brown was because of his overconservatism in comparison with "the administration's progressive view," and that the appointment of Hon. S. G. McLendon of Thomasville as railroad commissioner assures "the State one of the greatest and wisest and most progressive commissioners it has ever known." Measured by the "progressiveness" which produced the present administration in Georgia, Hon. S. G. McLendon is the rankest sort of a conservative, if he is the same Hon. S. G. McLendon who addressed the Southern Industrial League at Atlanta, Ga., on July 26, 1899. That was eight years ago, but the words of the speech are

really more applicable to present conditions. On July 26, 1899, Hon. S. G. McLendon said:

Do not our present conditions silence wise counselors, encourage ambitious weaklings and close to us the treasure-house of experience? I know not what answer others may give, but it seems to me that it has brought upon us the day of small men.

Public opinion, resting upon the narrow base of party platform, is intolerant and weak men quake at its mutterings. Our public men too often run great risk of injuring themselves in their mad rush to get on the popular side of questions about which the public knowledge is nebulous.

Have we not disciplined ourselves on such narrow lines that we are the easy victim of the dreamer, the theorist and the political adventurer? Are we equal to our burden?

All a man has to do now in the South or the West to become a leader is to go to abusing capital or running for office. The men in the counting-house at the merchant's or the manufacturer's desk or in the office, who study and interpret conditions and master-principles, are no longer leaders. * * * Capital in any and every form is the most inviting object of attack, and the variety of attack is almost infinite. These conditions have caused a large overproduction of leaders of the kind I have described.

In illustration of the tendency in 1899, Hon. S. G. McLendon of Thomasville said:

Right or wrong, anything which is popular or promises to become popular commands ready support from too many leaders and too many newspapers. The subject of trusts is just now keeping a good many people awake at night. Something like two years ago there were two trusts and two newspapers doing business in the same town. One newspaper was a stockholder in the United and the other a stockholder in the Associated Trust. The Associated Trust overwhelmed and destroyed the United Trust, thus leaving the morning paper at the mercy of the afternoon stockholder in the matter of news. It was current history at the time that the afternoon paper, with the aid of the Associated Trust, demanded the immediate execution of the morning paper's much-advertised afternoon edition, and also demanded and received \$25,000, or other large sum, as blood money. This was a tragedy in one act. Today the afternoon paper is almost frantic on the subject of trusts, and many people are curious to know just which trust it is after. It is not believed that it is trying to destroy the Associated Press Trust, for that has been too good an investment. What the country and the people need and desire is cleanness, consistency and courage as the distinguishing characteristics of an upright and intelligent leadership. * * * I am not defending trusts, but I do insist that the people have a right to ask that the criminal or evil trusts be named and that crimes specified before they are invited to an indiscriminate slaughter of all corporations created under State laws.

In the great unmeasured and immeasurable world of voluntary business, which embraces all the buying and the selling of the earth, congresses and parliaments are as helpless as the chip on the mad and swollen torrent of Niagara. You might as well try to refrigerate the infernal regions with a carload of ice or create a summer temperature about the north pole with a box of matches as for lawmakers to enter this world of voluntary business and attempt to tell any man how much and what kind of money he should take for his own property.

In our haste for remedial legislation we often see the wrong man hit. * * * We are groaning today under the heavy burden of such statesmanship. Let the people awake and scourge such men from public office. Let them awake and suppress that school which would teach that government can usurp the functions of the Almighty. * * * Let them awake and silence the babbling tongue of him who would divide the legitimate earnings of invested capital among those who are not shareholders simply because the one can outvote the other. * * * Let them awake and demand that all contracts, honestly entered into, shall be honestly and faithfully kept. Let them awake and require that only just and reasonable laws shall be enacted, and that these shall be promptly and impartially administered by the courts.

In this day when the "strong hand" is passive until the means of resistance are removed, when abuse of capital is a winning hand for the politician dealing with questions about which public

knowledge is nebulous, when by way of regulating corporations owners of railroads are threatened with virtual loss of their property, when the sentiment is steadily developing that contracts between the State and its corporations may be held as of naught if "the people" desire to break them, and when dominant politics in Georgia have been Watsonized, may not Hon. S. G. McLendon, selected to further the policies of the Georgia State administration, be justified, if he is the same Hon. S. G. McLendon of Thomasville who spoke in 1899, in asking, "Are We Equal to Our Burden?"

THE APPALACHIAN RESERVE.

Progress being made with the survey of the proposed forest reserve in the Southern Appalachians should encourage all advocates of the plan to develop such a body of public opinion that Congress at its next session will be unable to resist it and will effect the much-needed legislation. The project is such a reasonable one and one so desirable from practically every standpoint, and it has been viewed so favorably by the administration and by one house or another of Congress, that it should have been made possible long ago. It has the support of progressive organizations whose members recognize its value and its necessity for manufacturing, agriculture and commerce, and the benefits to be derived from it by a territory many times larger than the area to be included within the reserve. Advocates of it are no mere theorists, but are practical men of affairs, striving to prevent the destruction of a source of wealth and power which can be made permanent, but which, if not protected, will become a source of ruin.

ENTERING UPON ITS OWN.

In last week's issue of the *MANUFACTURERS' RECORD* special attention was called to contracts recently completed by a Greenville (S. C.) building company in Ontario, Connecticut and Iowa, indicating the trend of affairs in the South, where the enterprise pervading this section is being manifested by Southern manufacturers and contractors not only in meeting the demands of their Southern customers, but in reaching out into other sections and successfully meeting competition in all lines of work.

A notable instance of nerve and hustle in this direction which has just been brought to our attention is the securing of contracts in San Francisco, California and Brooklyn, N. Y., for sand-line brick plants by the Morris Sherman Manufacturing Co. of Chattanooga, Tenn. The contract at San Francisco is for a \$250,000 plant, and to complete it it was necessary to take their own force of men to the coast on account of disturbed labor conditions there, besides shipping 42 carloads of machinery and equipment. The contract for the plant at Brooklyn, N. Y., is for \$300,000, with a capacity of 240,000 sand-line brick per day. Besides these important jobs which are engaging their attention at distant points, this enterprising company is now building a factory for its own use in Chattanooga, the dimensions of which, 110x800 feet, will give some indication of the magnitude of the business. This new plant will be fireproof throughout and equipped with the latest labor-saving devices.

It is announced that Winston & Co., general contractors, of Richmond, Va., conjointly with the MacArthur Brothers Company of Chicago and New York, have been awarded a contract involving the expenditure of \$12,069,775 for the construc-

tion of the Ashokan dam in connection with the water supply of New York city. Here is another instance of the growing importance of the South in industrial affairs in this country.

PROFITS OF CEMENT MANUFACTURE.

The report of the Wolverine Portland Cement Co. of Michigan for the year ending February 28, 1907, is an interesting document as bearing upon the present rate of profit in cement manufacture. The report shows that the gross earnings of the company were \$887,014, as compared with \$655,981 in the previous year, an increase of \$231,033, or over one-third. The net earnings or profits showed a still more remarkable rate of increase, being \$332,404, as compared with \$152,839, more than double the previous year.

In consequence of this very comfortable condition the company paid out \$260,000 in dividends, wrote off \$37,404 for depreciation, and was still left with a total surplus of \$200,000. As its stock issue is only \$1,000,000, and it has no bonds, it will be seen that the dividend just declared amounts to 26 per cent. for the year.

The annual production in barrels of this company is not explicitly stated in the report, but from the capacity of the Wolverine plant as given in the Cement Directory and data as to shipments given incidentally in its report, it is probable that its production during 1905 was about 600,000 barrels, and during 1906 about 700,000 barrels. Even if these estimates are considerably away from the truth, the error will not seriously affect the calculations following. Assuming the production as above given, the following results may be secured by simple division:

	1905.	1906.
Manufacturing costs, per bbl.	\$0.86	\$0.80
Average selling price, per bbl.	1.09%	1.26%
Profit, per bbl.	0.23%	0.46%

In considering these results it must be borne in mind that the Wolverine Company uses marl as a cement material. Since most experts consider that there are many disadvantages connected with the use of marl—extra coal required, stoppage of operations during freezing weather, etc.—it will be seen at once that Southern cement plants using dry limestones and shales and supplied cheaply with Virginia or Alabama coal should make a still better showing than the Wolverine figures, but as much care is needed in finding a good location for a cement plant as for an iron furnace.

THE TECHNICALLY TRAINED.

Indicative of the demand for the technically trained and encouraging to the friends of Southern textile schools is the fact that one of last May's graduates of the textile department of the North Carolina College of Agriculture and Mechanic Arts at Raleigh has already been appointed superintendent of a North Carolina cotton mill, and that 11 other students are holding responsible positions in mills of North Carolina, South Carolina and Alabama. Another student has a teaching position in the textile school of the Mississippi Agricultural and Mechanical College.

To Build Drydock and Shops.

In reference to the recent report that another shipbuilding plant will be established at Norfolk, the *MANUFACTURERS' RECORD* is prepared to state that a drydock and repair shops of considerable extent will be built. Messrs. Edward S. Cramp and George W. Norris of Edward B. Smith & Co., 511 Chestnut street, Philadelphia, Pa., will build the plant, but they have not determined the details and are not prepared to state any further particulars at this time.

For \$300,000,000 Loan for Waterways Improvement

[Special Correspondence Manufacturers' Record.]

New Orleans, La., August 23.

A delegation of at least 100 strong will go from New Orleans to attend the deep waterway convention at Memphis on October 4, while many towns in Louisiana and Mississippi have announced intention of sending smaller delegations. John M. Parker, Louisiana member of the board of governors of the Lakes to the Gulf Deep Waterway Association, the organization under whose auspices the convention will be held, authorizes the following statement as showing the attitude of the people of the lower Mississippi valley:

"Relatively, we are just as much interested in the improvement of the Ohio, Missouri, Red, Arkansas, White and Tennessee rivers as we are in the digging of the Chicago ship canal to connect the great lakes and the Mississippi river. Our idea is to work in the interest of the general plan to secure internal waterway improvements on the biggest practical scale. Once a deep channel shall have been secured between the lakes and the Mississippi river an impetus will be given the general plan that will prove very difficult to sidetrack in the event any enmity should develop in Congress later on. The cheapest of freight transportation is that carried on by water. Our rivers are public property. The Government collects neither toll nor tax for the use of them. Now we want the Government to improve these rivers in order that we may transport our freight and farm products in logical directions free from the inconveniences, delays and excessive costs imposed by a railroad system which cannot keep pace with the rapidly-increasing requirements of commerce.

"The Memphis convention, which will be attended by President Roosevelt, the Inland Waterway Commission, some 20 State Governors and about 3000 delegates, will decide upon a definite policy and a definite plan of action. Every State and city and town in the Mississippi valley will derive a benefit directly or indirectly through the opening up of the Chicago ship canal, for the reason that project is merely a stepping-stone to the further improvement of the river channel all the way to the Gulf, and to the improvement of all the navigable tributaries of the Mississippi. Thus every community in the valley is co-operating to a common end. Interior cities in Louisiana, Arkansas, Mississippi, Tennessee and States further north will share equally in the honor and the profit, for with the improvement of their streams and the opening of the Panama canal will come greater trade advantages, lower freight rates and a greater inflow of wealth. Even the points making no export shipments will be benefited, because the value of their home products will be increased by the better marketing facilities enjoyed by the exporters.

"The value of a fleet of steel battleships, engines of destruction, spent in waterway improvement will go further in cementing friendship and close commercial ties than most folk imagine, for it will bring Chicago and New Orleans into the closest possible juxtaposition and make other nations more dependent upon our products. The great lakes steamers, models in every way, the tonnage of which is worth approximately \$90,000,000, cannot now be used during the late fall, winter and early spring because of the ice. Once the Chicago canal is open these splendid freighters will be moved into the Mississippi river, where all-the-year navigation will then be available, and the wheat of the Northwest and the products of the North will be shipped on them to New Orleans, thence to the markets of the world. Some day

Pittsburg will ship her coal, iron and steel products down an improved Ohio to tide-water in the Gulf, and Kansas beef will find easy steamboat transportation to its world markets. Boat lines will pick up Arkansas cotton from points now inaccessible.

"The relative maximum efficiency of railroad transportation has, in the opinion of careful students of the situation, been reached, and railroad engineers now claim that more than \$5,000,000,000 in cash would be required to give the railroads the facilities needed to handle in an efficient manner the nation's increasing commerce. Three hundred million dollars spent on waterway improvement in the Mississippi valley would permanently relieve the congestion in some 40 of the richest and most prosperous States in the Union, and at the same time open new channels of trade to an extent not dreamed of.

"The total cost of the waterway improvements, according to the best-informed authorities, will be only 6 per cent. of the amount required to make the now urgently needed railroad improvements.

We are going to ask the Government for the 6 per cent., with the hope of minimizing the demands the railroads are making and will have to make, in case the \$5,000,000,000 are expended by them, from the public in the shape of transportation profits for interest and dividend purposes.

"In either case the public pays the piper. If we improve our waterways, and the Government issues a loan of \$300,000,000 for that purpose, the public, through the Washington Treasury, will pay, say, 3 per cent. interest annually, amounting to \$9,000,000. Should we not relieve the situation by waterway improvement, and the railroad come to the rescue by spending \$5,000,000,000, the people will pay into the pockets of the bondholders annual interest of, say, 5 per cent., amounting to \$250,000,000, or a yearly sum almost equal to the total amount needed for waterway improvement, besides other huge amounts required for sinking funds, maintenance, speculation, etc.

"Broadly speaking, this is the big issue involved. We are going to Memphis in October for the purpose of talking these matters over and mapping out a plan of action to put the \$300,000,000 project into practical shape."

Prospect of Expansion in Jennings Oil Field.

[Special Correspondence Manufacturers' Record.]

Beaumont, Texas, August 24.

The completion of a 3000-barrel flowing well in the Jennings (La.) oil field on August 4 is considered by many operators the most important development which has occurred in the Texas-Louisiana oil region since January, 1905, when the first Humble gusher was brought in. The new well is in virgin territory, being a quarter of a mile south of the former limits of the proven area, and adds not less than 50 acres of productive land to the field. When it is remembered that of the entire 26,000,000 barrels of oil so far obtained from the Jennings pool fully 24,000,000 barrels have come from an area not more than 50 acres in extent, comprising portions of the Arnaudet, the Latreille and the Crowley oil and mineral tracts, the significance of this latest gusher is manifest. The new well is located a little north and west of the center of a 200-acre farm, all but a very small portion of which is under lease to the Producers' Oil Co. of Houston. Forty acres of this tract, forming the northwest part of the 200-acre piece, was the subject of litigation in the Louisiana courts, a final decision having been rendered in June by which the lease on the property given by Latreille to the Jennings-Heywood Syndicate was declared void and the title of the Houssiere-Latreille Oil Co. was upheld. The Producers' Oil Co. is a sublessee under the Houssiere-Latreille lease, and by its lease controls almost the entire 200 acres. The 40 acres involved in the suit have frequently been appraised at a valuation of \$1,000,000. The importance of this latest well, therefore, become apparent, as it is located south of the 40-acre tract and proves all of it and a portion of the 160 acres in addition. Along the south line of the Houssiere-Latreille tract, on the King land, two wells are now being drilled which will determine whether the oil sand extends beyond the southern limits of the 200 acres on which the new well is located. These two tests are over 1500 feet from the flowing well of the Producers' Oil Co. One of them is 2000 feet distant. It seems to be the opinion of operators that the trend of the field is southeast, all past development having been northwest and southeast. Another test is drilling 1000 feet west of the flowing well on property

of the Jennings-Heywood Syndicate, and another will be drilled 2000 feet east. The completion of these various tests will define the extent of the oil-bearing formation. A peculiarity of the Jennings field is the fact that the oil is found in loose sand, very fine in grain, but exceedingly rich in oil. When the 1900-foot oil sand was developed at Jennings in the summer of 1904 several wells were drilled in which flowed at the rate of 15,000 to 20,000 barrels a day, and the production of the field rose to 80,000 barrels a day. From one of the wells completed in the fall of 1904 over 2,700,000 barrels of oil have been obtained, and the well is still an active producer. This remarkable well is known as the Wilkins No. 2. Its record is perhaps unsurpassed in the history of oil production in America. Up to January 1, 1907, it had produced 2,674,121 barrels of oil—all within a period of two years and 41 days.

While the Wilkins No. 2 showed a capacity of 15,000 barrels a day when first brought in, its product did not command a price in excess of 15 cents a barrel at that time, owing to the surplus of production then existing at Jennings. It was not as remunerative to its owners, therefore, as the new well of the Producers' Oil Co. on the Houssiere-Latreille tract. Jennings oil today is selling at \$1 a barrel, and 3000 barrels a day means just as many dollars. The first two weeks that the Producers' No. 13 was in commission it made just \$42,000. No one has said anything about "13" being an unlucky number in this instance.

Two other wells have been completed by the Producers' Company near the No. 13, neither being as large, however, as the No. 13. From the best information obtainable the pay sand in this new territory is found at a depth of about 2275 feet—nearly a half mile from the surface. All drilling at Jennings is done with the rotary system, and if no accidents occur to delay operations it is possible to complete a well by this method in 15 to 30 days under ordinary conditions.

The prospect of an increased production at Jennings following the development of the new territory is excellent. Until the new wells came in the output of the field was showing a gradual decline, having

dropped to 10,000 barrels a day. The field is now credited with a daily production of 14,000 to 15,000 barrels, and the increase comes at a very acceptable time, inasmuch as the yield of all the Gulf coast oil districts has fallen to the lowest level in their history. The price of oil in all fields is around \$1 a barrel, and consumers are paying from \$1.03 to \$1.12 a barrel for oil on cars. With the freight added this makes the cost delivered to remote sections of Louisiana and Texas \$1.35 to \$1.45 a barrel, which is equivalent to coal at \$5 a ton. Most consumers prefer to use oil at the same cost as coal on account of the economy in handling it and the greater efficiency of the liquid fuel. Still there is a limit to the price at which it may be sold to compete with coal, and that limit has about been reached. It is confidently expected that the fuel-oil market will decline to some extent when the two eight-inch pipe lines from Indian Territory to the Gulf coast are in operation. These lines will deliver from 20,000 to 40,000 barrels a day of Indian Territory crude oil to the refineries of the Gulf Refining Co. and the Texas Company at Port Arthur. After taking off the light products of this crude oil the residue, or a portion of it, will be offered for fuel, replacing just that much Gulf coast crude. Dealers, as well as consumers, would like to see the fuel-oil market lower. HOLLAND S. REAVIS.

Individual Car Owners.

The recently-organized Individual Car Owners' Association has issued a call for a convention at Chicago September 3 to which all individual car owners are invited. The organization will undertake to bring about a uniform lawful and equitable system of handling and using individual cars in this country and to provide for a just and legal compensation to be paid for the use of individual cars by others than their owners. The temporary officers are Messrs. W. L. Andrews, Baltimore, chairman; Robert J. Bailey, Pittsburg, secretary; F. J. Reichmann, Chicago; Max Epstein, Chicago; C. D. Chamberlin, Cleveland; C. O. Johnson, Pittsburg, and C. G. McIlvain, Pittsburg, committee.

Georgia Wealth.

The general tax digests of Georgia for 1907 show an increase in assessed values in that State of \$39,319,053. It is expected that the values of corporation property will show an increase of about \$30,000,000, which would bring the total assessed valuations in the State to nearly \$700,000,000.

It is reported that at Bogalusa, where the Great Southern Lumber Co. is completing its plant, which will give employment to 4500 persons, there is already a population of 5000, which is expected to become 30,000 before the present developmental plans have been completed. The water and sewerage system alone for the city, which is being built from the ground up, will cost nearly \$300,000.

The Birmingham Auto Transfer Co. has been incorporated at Birmingham, Ala., with \$5000 capital to conduct a general automobile transfer business. The officers are N. O. Tyler, president; W. A. McWhorter, first vice-president; T. E. Morris, second vice-president and general manager; F. T. Patterson, treasurer, and J. L. Tyler, secretary, all of Birmingham.

The Maryland Steel Co. has been given an order for 2000 tons of 70-pound steel rail for the Panama Canal work. The contract was given by the Isthmian Canal Commission through R. C. Hoffman & Co. of Baltimore, agents for the company.

"The Most Substantial City on the Pacific Coast."

[Believing that a review of the wonderful development of the Pacific Coast, brought about mainly by the broad enterprise and energy of its people, would prove an inspiration not only to the South, but to the whole country, the Manufacturers' Record has sent its special correspondent, Mr. Phenix, to that section to study and write about the causes which have created its great prosperity.—Ed. Manufacturers' Record.]

[Special Correspondence Manufacturers' Record.]

Portland, Ore., August 21.

With a history of more than 60 years of uninterrupted growth and progress, Portland is unique among the cities of the Pacific coast. She has reached her present population of 190,000 or so and her supremacy in many lines of commerce and industry among all the cities of the Pacific so steadily and so wholly without ostentation and a resort to the spectacular that, until the Lewis and Clark Exposition of 1905, the world at large hardly realized what a magnificent city had been built upon this site of the "Oregon Country's" ancient trading post. Even now Portland appeals so slightly to the searcher after the sensational that she is not always included in discussions as to which of the coast cities is likely to secure "the mastery of the Pacific." As the result of investigations so far made, I regard it as fantastic in the extreme to suggest that any such issue exists out here. San Francisco bay will keep the town, just as surely as New York will always be New York, but along the Pacific coast stretch of 2000 miles or more there will be several important ports as commercial centers, all of them founded on conditions of their own, with advantages and characteristics that cannot be alienated or duplicated elsewhere. No other city will dwarf Portland's importance in her territory or halt her progress toward greatness. Her stature is as well assured and her foundations as permanently fixed as the rock of Gibraltar, and she will as steadily grow in greatness as do her lordly pines.

Portland owes no portion of her prosperity and importance to any kind of a boom—real estate, mining or immigration. She is as solidly grounded on achievement as Baltimore or Boston, and she is today, therefore, the most substantial city on the Pacific coast. While I believe that the wildest dreams of the greatest enthusiast in any of the bustling cities of the Pacific coast will be more than realized in time, brought about by the marvelous development of all this region, all this nation and all the world, yet in discussing Portland be it noted that she has never capitalized the future. She always pays her bank clearances in gold every day, and that furnishes the keynote to the spirit and condition of the place. Portland's business men have built up their city and their individual fortunes by sober, safe and sane endeavor. The elements have been lumber, agriculture, horticulture, live-stock and the manufacture of the products of the forest and the field, along with commerce, domestic and foreign. While the mines have contributed a share to the prosperity of the people, they are an element of minor size, and while the city has missed the stimulating effect that comes from floods of silver, copper and gold, it has also been spared the intoxication that bonanzas bring to individuals and communities. There are not now, and never have been, any of the vulgar features of the mining camp at Portland, and the town never has been swept off its feet by any sort of a speculative craze. It would almost seem that the lifting of "mine eyes to the hills"—the contemplation of the lofty guardian peaks, capped with eternal snow—had produced a sobering and a purifying effect on men's motives and minds, so evident, so everywhere apparent is the absence of the sordid, the ostentatious and the tawdry. Even to the point of the extreme this aversion to display is carried, for not one of the 40 millionaires of Portland has a liveried servant. It is an illuminating fact—and where is anything more beautiful among the ambitions of the cities?—that only in the way of their flower gardens are the people of Portland given to display. There is real rivalry among homeowners as to who can show the most beautiful flowers, and, as the climate here is particularly favorable to roses, the wealth of roses is so great that Portland has taken the name of the Rose City. There is a rose festival in June, with parades of rose-covered vehicles, and all the people give several days to the worship of this queen of the flowers.

Another sidelight on the character of the people here is the fact that no liquors are sold at the social clubs on Sunday. Gambling has been eliminated from both Oregon and Washington. That I had read about in the newspapers without special wonder, but it was something of a surprise when I was told that the clubs here, without debate or protest, even without a consideration of the matter by the boards of directors, and simply by notice through the house committees, discontinued the Sunday sale of drinks, in accordance with an interpretation put on a new Sunday closing law, and there was cheerful acquiescence on the part of all the members.

It is a clean, orderly city, a city of cheerful, busy people, with handsome, though rarely pretentious homes, with well-paved streets and imposing business buildings, many of them of steel and concrete of the skyscraper order. It is an American city, furthermore, 95 per cent. of the population having been born in the United States. The whole country is represented in the citizenship, as was demonstrated during the exposition, when, under the auspices of the Oregon Development League, State societies were organized from all over the United States. The Missouri society was the largest. The Southern States united in the organization of the Dixie Society, and Gov. George E. Chamberlain, formerly of Natchez, Miss., a Democrat, who has been twice elected Governor of this Republican State, was president. There was a vice-president from each of the Southern States, and Tom Richardson, recently of New Orleans, now manager of the Portland Commercial Club and secretary-treasurer of the Oregon Development League, was the society's secretary. In Portland, as throughout Oregon generally, New England is well represented, although the larger part of the population originated in the Middle and Western States. It is a sturdy race that constitutes the Portland people, one that bears the impress of the hardy pioneers who came into the wilderness to face every sort of peril and privation, and who carved a city out of an unpeopled forest in the days when railroads were 2000 miles away. The certainty with which they do things and the matter-of-fact way in which they take any achievement is illustrated in the case of the Lewis and Clark Exposition. Here was one of the most compact, complete and interesting of all the expositions that have been held, celebrating the centennial anniversary of Lewis and Clark's arrival at the mouth of the Columbia. It was approximately a \$3,000,000 enterprise, and Portland contributed \$500,000 to the fund required—subscribed it in 48 hours. The exposition was all ready on the opening day. It drew almost 3,000,000 visitors, 135,000 of them from the East, and it not only paid expenses, but paid a dividend besides. Portland, further-

more, raised \$135,000 for the handling and entertaining of conventions during 1905 while the exposition was on, and it really didn't seem to occur to the people here that they had done a wonderfully creditable thing.

The exposition brought out another demonstration of the Portland character in relation to its attitude toward organizer labor—soft words and fair play, but behind them the big stick. Left to themselves, the workmen of Portland generally are opposed to unions and averse to the tyranny with which the leaders of organized labor are nowadays wont to rule the rank and file of the membership. But during the construction of the exposition buildings there were many outside workmen here, and agitators got in their insidious work. Walking delegates and "barkers," loud-mouthed talkers who stand on street corners and wherever workmen gather and continuously sow the seeds of dissatisfaction and strife, succeeded in unionizing all the labor at the exposition and creating a sentiment sufficiently strong to order a strike for unreasonably larger pay. An organization of permanent character, with an executive committee whose identity is known only to its members and the president who makes the appointments, took the situation in hand. Working on information furnished through spies, an anticipated strike would be prevented through a shifting or temporary lay-off of men. When finally it had been arranged that a general walkout should occur, and there seemed no other way to circumvent this movement, a show of force was resorted to. It had been arranged that on a given day at 11 o'clock a whistle was to be blown as a signal for every one to walk out. When the man showed up at the whistle a cocked revolver was shoved into his face and he was ordered out of town. No whistle being blown, no strike occurred, and after this failure the agitators were unable to stir up new interest, and the buildings were finished without further trouble and without excessive cost. The same organization—the Citizens' Alliance—did not hesitate to show the mailed fist in behalf of the workmen on another occasion, either. One of the contractors complained that his men were dissatisfied and on the point of a strike. An investigation showed that he was not paying the prevailing scale. He was given such a raking over by the alliance that he gladly met his men's demands. A square deal all around is the motto of the alliance, and the rule that obtains throughout industrial Portland. The men are made to feel that they are partners in the welfare and prosperity of the institutions. One of the greatest captains of industry in the Northwest is really prouder of the fact that in his 20 years of business life he has never had a strike than he is of his great financial success. Efforts of agitators from the outside have always met with defeat, even when undertaken with such energy and ability that success for the time seemed likely to result. Gratuities, premiums for extra efficiency, comfortable surroundings and even luxuries, remembrances—like turkeys for Thanksgiving and doctors' and hospital bills if injured while at work—are some of the things by which the Portland employer of help in large numbers seeks to maintain a friendly footing with his employees, and the declaration is made that it pays to be square with the men. The street car company here had a visitation from San Francisco. Agitators attempted to form a carmen's union and incite the men to strike. The men were reluctant. The heads of the company got up an organization into which everybody went, platform men and all, and the whole crowd went off together, with their families, for a picnic. The agitators went back to San Francisco in disgust.

The Portland way is entirely different from that of either Los Angeles or San Francisco. In Los Angeles the method is to simply annihilate the labor union that starts trouble. In San Francisco the conventional thing is to grovel at the feet of organized labor. In Portland the rule is to argue with the dissatisfied workman, to treat him with human interest, in the endeavor to see that he has no substantial foundation for complaint. That the Portland way is infinitely the best there will be little disposition to deny, and that it works to the greatest satisfaction here is proof of its practicability, but when I asked one of the most successful of these employers, one who has a perfect genius for handling men, if he thought he could straighten things out in San Francisco on the Portland plan, he gravely shook his head. "It has gone too far now," he said. "I don't know what I might have done in the beginning there; I only know that we in Portland have managed to keep the disturbers away and to keep our men contented by giving and demanding a square deal all around. We have never permitted ourselves to be victimized—we would close down the works forever before we would stand that—and we don't propose to victimize our men. I think the employer is frequently to blame for the differences that exist between him and his employees, but, on the other hand, I would give the professional agitator no quarter whatever—never let him get a foothold."

As with all the Pacific coast cities, the industries of Portland are yet in their infancy. A start has been made in that direction, however, as evidenced by the nearly \$30,000,000 worth of manufactured products reported in the Census Bulletin of 1905. Lumber and timber products are at the head of the list, with \$12,500,000 as the total value. There are enormous sawmills in Portland proper, which sawed 650,000,000 feet in 1906, the product of one mill being 140,000,000 feet, the greatest output of any mill anywhere. Portland ships sawed lumber and timber—some of these timbers being three feet square and 100 feet long—to every part of the globe, and Portland is at the head of lumber-shipping ports in the world. The Douglas fir is the chief timber tree of Oregon, and, as shown in the remarkable forestry building at the exposition, a building that attracted universal attention and is to permanently remain, trees nearly 10 feet through are sometimes encountered, while the whole building is made of tree trunks from four to six feet through and 50 feet long. Forests cut from 25,000 to 125,000 feet to the acre, as may be inferred from the figures of one recent cutting, where seven cuts were made, with a total of 176 feet, ranging from 67 to 39 inches in diameter, and giving a total of 25,126 feet from a part of one tree. It is estimated that there are 300,000,000,000 feet of standing timber in Oregon, and an increase in value of \$5 a thousand in recent years has added to the value of this one resource of Oregon \$1,500,000,000—figures beyond the grasp of the ordinary reader unless he pauses to consider that the capital of all the national banks of the country is less than \$1,000,000,000 and that the capital of the gigantic United States Steel Corporation is \$200,000,000 less than the mere increase in value of one of Oregon's resources. The Douglas fir is a comparatively rapid-growing tree, so that reforestation is practical here. It is used for interior finish, doors, sash, blinds, etc., and for some kinds of furniture, and will form the basis for additional manufactures of finished products.

Flour and grist mill products are second in the list of Portland manufactures, with a total of \$8,500,000 in value. A single mill turns out \$2,000,000 worth in a year and sends the product all over the world. There are about 60,000,000 bushels of wheat raised in the territory tributary to Portland, in Oregon, Washington and Idaho—a

\$40,000,000 or \$50,000,000 income to the farmers of the section. Twenty-five bushels to the acre is frequently averaged in a 3000-acre field, and as much as 50 bushels is sometimes raised. As in the country to the east of Portland, in Oregon and Idaho, there is the largest area in the United States that is without railroad transportation, there will be a great increase in wheat and all other agricultural and horticultural production when transportation is secured and irrigation systems installed where required. So Portland's importance as a wheat and flour market is likely to increase rather than decline.

The canning and preserving of fish is an industry which showed a total product of \$2,500,000 in 1905, and cheese, butter and condensed milk, which are shipped as far East as the Atlantic seaboard, represented \$1,630,000. Dairy products are certain to be largely increased, not only in Portland, but throughout all Oregon, as an organized effort is being made to improve breeds of cattle and foster the industry generally. Live-stock of all kinds thrive wondrously well in Oregon, and among the dairy herds are cows that are record-breakers, one belonging to a Portland banker having beaten the world at the St. Louis Exposition. Beef cattle, horses, sheep, goats, poultry, all find ideal conditions here and throughout Oregon generally. Swift and Armour have recently bought large tracts of land adjacent to the city and will construct packing plants. Oregon wool is famed for its long staple, and in Portland there are very successful woolen mills that spin and weave.

Paper and wood pulp are made here to the value of \$1,500,000 a year. A number of industries that have been started in a small way at various times have grown into plants of some importance, and with the further development of water-powers, the discovery of natural gas, which is announced, and the utilization of what appear to be workable coal seams of considerable size and availability, it seems to be certain that Portland will develop an industrial situation that will embrace many lines not now represented. Portland has the patience to take small beginnings and build up steadily and solidly therefrom, and it is not easy to foretell the extent to which such a development will reach.

What Portland has done through her commercial organizations is indicative of the virile force that is "on tap" at this place. The Commercial Club will furnish an illustration, for, while it is not the sole organized agency at work for Portland's advancement, it occupies a position as the great pivotal center about which all public activity revolves, and it has thus done things that all the country may study and emulate with advantage. To all the features of a social club there is added the activity of a commercial organization, working with a degree of effectiveness rarely encountered anywhere. The Commercial Club is practically the organized energy of Portland. It has a membership of over a thousand, and at the luncheon hour there are gathered together the sinew of the commercial life of Portland—greater in numbers than are to be found at the same hour in any but one or two of similar clubs in the country. On the executive committee of nine, which controls a public fund and is in charge of the general public affairs of the organization, there is a chairman who is president of the largest milling enterprise in the Northwest, and among the other members are four bank presidents and the heads of leading industrial and mercantile institutions. Speaking eloquently of their devotion to duty is the fact that none of them has ever missed a meeting of the committee. At present the club is housed in temporary quarters. A fire destroyed the former home, with all records, papers and furnishings, one April afternoon two years ago. The temporary quarters were moved into at once, and luncheon, the greatest social feature of the club, was served at the usual hour on the following day. Immediately \$350,000 was raised to buy a lot and put up a new building. An eight-story steel structure, 100x100, in a prominent location, is now nearing completion. The club will occupy four stories, and the other four floors have been rented for enough to pay the interest on the bonds.

The Commercial Club not only has the welfare of Portland at heart, but is devoting its energies to the development of all Oregon. On top of the \$25 initiation fee and \$30 annual dues an advertising fund of more than \$100,000 has been raised by subscription within the past five months. A subsidiary State organization, known as the Oregon Development League, has a membership of 75 active commercial bodies throughout the State, all of them using an identical letterhead and all working to develop Oregon. Mr. Tom Richardson, for 20 years identified with development enterprises, and known all over the South for his work in Texas and as the promoter of the New Orleans Progressive Union, was secured as manager of the Commercial Club, and is the secretary of the State league. Never have his activities been better directed, and never has he been so effectively backed. The Commercial Club furnishes the money to advertise the State as well as the city. One campaign inviting attention to opportunities in Oregon for farmers brought 16,000 inquiries in 70 days, and these names and addresses were furnished to all the 75 State organizations. On another occasion 327,000 leaflets were mailed within six weeks. Many times one day's mail has brought from 200 to 400 letters from all parts of the United States and from almost every country in the world. There are monthly dinners of the club, where members are "broken in" as public speakers. No one is invited to speak twice, and so there is a growing list of men who can be depended on to make a business talk when the club conducts a business men's excursion through California, Oregon, Washington or Idaho, as it does to great advantage to the city three or four times a year.

The Commercial Club got in touch with every passenger agent—general, division and traveling—in the United States, and in addition to 14 letters to them in seven months, brought them to Portland before and during the exposition to enlist their co-operation. A cheap colonist rate has been secured for March and April and September and October of every year from all the gateways, even as far east as New York.

All the schools of the State have been organized as a "boosters' club." The university, the agricultural college, the normals and all the district schools, as well as the city schools of Portland, make a study of the local resources and of those of the State in general. The State superintendents have instructed the county superintendents, and they the city superintendents and teachers, to make talks on the State before their schools. On several occasions Portland business men, members of the club, have gone to the schools and made talks to the pupils. The children have been stimulated to write letters to friends in the East describing conditions here. The Development League offers a prize to the pupil writing the best article on the town and surrounding country, and in several cases \$10, divided into three prizes of \$5, \$3 and \$2, has resulted in bringing out 300 or 400 letters, a large majority of which were printed in papers of the older States. The children in writing these letters were instructed to make personal mention of people now residents of Oregon who formerly lived in the

older States. In one case there was an exchange of 400 letters in a school of only 40 pupils in Southern Oregon with a little town in Pennsylvania. Statistics obtained show that 60 per cent. of the school children have come here within the past five years. The letters they sent to their old home were frequently printed in the local papers there, and this one feature of the campaign has resulted in an increase of 100 per cent. in the population of at least one of the counties of Oregon. The ministers have taken up the idea of inviting people to this country in their sermons, and the Episcopal bishop of Oregon, now in the East, is lecturing on the agricultural and horticultural possibilities of the State in connection with its church history.

The Portland Commercial Club has offered \$5000 in 80 different prizes for articles appearing on Portland and its vicinity to be printed in papers outside of Oregon and Washington. The club furnishes every newspaper in the State printed outside of Portland with a weekly letter composed of live matter of interest to the State—visits of prominent men and suggestions and facts tending to bring about the development of the State. Letters are also sent to Eastern newspapers, and in addition the advertising campaign has resulted in the distribution of 7,000,000 pieces of printed matter.

As a result of all these activities the population of Portland has been well-nigh doubled within the last three years, and while the colonist rates are on a thousand people a day have been landed at the union station. Farmers are taking up lands all over the State, and the towns and cities are vastly increasing in population and business. Building permits here are averaging \$1,000,000 a month. The bank deposits of Portland have grown from \$35,000,000 three years ago to \$64,000,000 today, and the clearings, which were \$189,000,000 in 1904, were \$214,000,000 for the first seven months of 1907. There is an annual wholesale business of more than \$200,000,000, and Portland jobbing houses carry such mammoth stocks as are hardly to be met with in the country elsewhere.

Ships now clear from the port of Portland for every country on the globe, and when contemplated improvements in the Willamette and Columbia are completed there will be a 40-foot channel from Portland to the sea. Vast railroad improvements are being made, both by the Harriman and Hill interests. The new Hill road will be results scarcely short of revolutionary. Hill is finishing up a water-grade line from Spokane to Portland, with a \$3,000,000 bridge at this point, that will give him a down-hill haul into Portland for all the commerce of the Columbia river basin, a territory that embraces a large part of Oregon, Idaho, Eastern Washington and Western Montana, with an area greater than all New England and several other States combined.

All of which is respectfully submitted as proof that the people here have put Portland very prominently on the map.

ALBERT PHENIS.

Unionism, Politics and Railroads in San Francisco.

[Special Correspondence Manufacturers' Record.]

San Francisco, Cal., August 17.

In a recent letter to the MANUFACTURERS' RECORD, commenting on conditions in San Francisco, I dwelt largely on the hopeful aspect of the case. I spoke of the great individual activity and achievement that have always been in evidence here and are present in undiminished force today. I pointed out the really remarkable progress that has been made in rebuilding the city and showed how there has been an increase in port trade, in commerce, in bank clearings and savings deposits, in spite of the but little less than billion-dollar loss which the earthquake and the fire entailed, and I voiced the optimistic opinion that all the disorder and the disturbances of today are only passing incidents that will not and cannot interfere with the destined development at this point of one of the great cities of the world.

I added, however, that there are those who see in conditions here, like the state and attitude of labor unionism and the administration of law, something deeper seated than a mere temporary interference with progress. In their eyes conditions here offer a menace not only to the immediate and full development of San Francisco, but are the symptoms of a disease which threatens every community in the land and a danger which should be thoroughly understood, freely recognized and vigilantly and vigorously opposed by all the forces of law, order and conservatism everywhere.

There is no difference of opinion, here or anywhere, as to the wretchedness of conditions that exist. The only difference is in the viewpoint as to the significance or permanency of the underlying causes. Some believe matters are even now rapidly righting themselves, and with faith in the integrity of the people and the ultimate triumph of the right always they scarcely note the rift in the optimistic lute. Others, dwelling on the aggressiveness, tyranny, oppression and lawlessness which have marked the activities of labor unions here and in other places all over the land, who note the almost inevitable conflict with constitutional government that occurs when labor unionism becomes a controlling political factor, are well-nigh ready to believe that the fateful struggle between government and the mob, predicted by De Tocqueville and other foreign commentators on the experiment of democracy in the United States, has already begun on the Pacific coast. Such believe that the situation here, in all its naked ugliness, should be seen and known of everyone, in order that communities everywhere may be roused to a realizing sense of the dangers that confront them before a new species of slavery has shackled not only the "captains of industry," but every species of wage-worker as well.

In order that the public may form its own opinion of the situation, I will attempt a summary which brings out the darker facts—those that form the basis for this discussion of affairs. While any purported statement of facts made by anybody would probably not be wholly agreed to by every party at interest, yet in giving the situation as I understand it I think the main difference of opinion will relate to the construction and appraisal put upon the stated facts, rather than to the existence of the facts themselves.

The two groups of facts that will be considered are the hold that labor unionism has on the city and the manner in which government is being administered here. Until the strangle hold of organized labor was broken by Patrick Calhoun as to his street-car system there was here a condition somewhat akin to a despotism. While the District Attorney and a few citizens of the place, constituting a self-appointed committee to straighten things out, had proceeded with vigor along other lines, they were distinctly hostile to Calhoun, so that the victory he has won was a doubly difficult task.

The "reign of terror" is today not so complete, but there are many thousands yet,

including small merchants and others, who cringe before the bludgeon of the boycott and the picket. And it remains to be seen what the November elections will reveal. Thousands of former citizens are living still across the bay in Oakland, Berkeley and Alameda, where they went after their homes were destroyed here, so that the votes of working people are sufficiently numerous to elect a ticket if they all stand together. That the conservative among the laboring element will join with the united conservatives among the Republicans and Democrats—if they do unite—and thereby elect such a Mayor and Supervisors as have now replaced the boodlers, may come to pass. If so, San Francisco's confidence in her fitness for self-government will be greatly revived.

Not to go extensively into the history or philosophy of labor conditions here, it may be mentioned that principles of monopolistic control and exclusion were established in the mind of organized labor here following the Dennis Kearney agitation and the legislation against the Chinese that ensued. For geographical reasons conditions favored a closed town, and agitators, walking delegates and cheap politicians generally gradually welded organized labor into a political asset, which, under the leadership of Abe Ruef, finally captured entire control of the municipal machinery. The timidity and cowardice of some of the large merchants had thwarted attempts to curb the growing power of the unions on occasions when a fight had been attempted and all but won, and by the time the last street-car strike occurred, May 1 of this year, it would seem that practically the entire town had made up its mind that organized labor could not be successfully or safely opposed. When the Carmen's Union struck, May 1, for a different wage scale than the one that had been agreed on by arbitration a short time before, Calhoun refused to yield, and there was virtual war. When cars manned by non-union hands were stoned, men and women passengers insulted and beaten, and some even killed in the strife, there was great pressure brought to bear on Calhoun to induce him to arbitrate and compromise. Flatly refusing to consider any negotiations with an organization that had admittedly broken its contract and brought on an indefensible strike, even from the standpoint of national labor leaders who examined and reported on the case, Calhoun fought the fight to a victorious end, and has thereby done more for the cause of industrial freedom in San Francisco than anything that has ever been accomplished here before. By demonstrating that the "bogey man" of labor unionism was in his case really stuffed with straw, he has revived broken hopes and created a courage throughout the entire community that never existed before.

But it is the circumstances surrounding the conflict that furnish the pessimistic tone. While in extent of violent deeds committed this strike was not wholly unique among others that have occurred the country over, yet in the organized animosity to Calhoun's fight and the cringing to the representatives of disorder and disintegration that occurred, involving even the loudly acclaimed forces which had undertaken to restore decent government to San Francisco, there are the elements that constitute the menace to law, order and progress which organized labor, working through subservient political parties and politicians, may become general.

They had had numerous strikes here before. About the first thing that confronted Mr. Calhoun when he came here from the East five years ago was a strike of the carmen, and he has had others since. According to the figures furnished by the State Labor Commissioner, there was about an average of a strike in San Francisco every two weeks—111 in number to be exact—during the five years from January 1, 1901, to December 31, 1905, covered by his latest report.

This, of course, does not include the turbulence that has occurred since the earthquake and fire, and which has included strikes of telephone girls, laundry workers, electric linemen, telegraphers, street-car men, iron workers, and a whole raft of others, even down to debris movers, who formed a union and struck for more pay and shorter hours. Some of these strikes were rather to be expected, because of the scarcity of labor, the demand for immediate construction at first and the increase in cost of living that resulted from a marking up of rents, material and everything in the remotest degree affected by the San Francisco situation. At the same time, in their cumulative effect on the public mind, they seem to have paved the way for the dismay that was shown when Calhoun announced that he would not compromise and would fight the strike to the very end. In terror of the picket and the boycott, established as soon as the cars were enabled to run at all, many merchants forbade their employes from riding on the cars; warnings of instant dismissal in case they patronized the cars were given by public placard in at least one big department store; even a leading newspaper gave out a similar warning to its employes, and Rudolph Spreckels, the sponsor of the good government movement, printed a proclamation in which he called Calhoun to account for issuing "inflammatory statements" "which tended only to stir up the resentment of the carmen and their sympathizers." This at a time when strikers and their sympathizers were stoning cars and beating to death employes and even passengers!

The strikers died hard, and even yet are keeping it up in an idiotic sort of way. While the United Railways Co. is operating its lines on practically the old schedules, with almost a complete force of platform men, and is being freely patronized by the public generally, yet the strike committee is putting forth bombastic claims about the headway the union is making in the fight, and predicting victory. The strike committee still maintains its so-called buses, which are mostly mere miserable makeshifts of a conveyance, any old thing in the shape of a wagon—freight, spring or otherwise—with improvised seats and a home-made stepladder tied onto the tailgate and trailing the ground, so as to be always in service. In these conveyances, with a 10-cent fare as against the street cars' five cents, the workmen and their families are compelled to ride, under pain of ostracism or worse, and even small dealers of all kinds are spied on and picketed, and if they or members of the family are caught riding on the street cars a boycott is instituted. Cases such as these are written up in the labor organs, and many other things are done which make the blood boil in the veins of anyone who remembers that there was a Valley Forge and Bunker Hill. During the fiercest of the conflict, a few weeks ago, the street-car company maintained dormitories, commissaries and armories, "a regular armed camp in the midst of a hostile country," as the situation was described by one of the officers. It is still declared unsafe for a non-union carman to go everywhere alone, but as the Carmen's Union is experiencing internal dissensions now, and its members live on assessment collections that come in, the "bus" enterprise being no net revenue producer, to speak of, it must inevitably fade away very soon.

But in the bloody deeds of violence that were committed, in their frequency and in the inadequacy of the efforts that were made to apprehend the offenders there was disquieting evidence of a quasi-tolerance by the authorities, and in the overt attempts to embarrass and defeat the United Railways Co. in its fight there was a situation

revealed that has very seriously discredited the graft prosecution and alienated in large part the sympathy and support which at first were freely given the reform movement by practically every well-meaning citizen of the place.

In the spring of 1906, before the earthquake and fire, articles of incorporation were filed at Sacramento for the Municipal Street Railway of San Francisco, which proposed to install 200 miles of electric street railway here, using the conduit system. The capital stock was \$14,000,000, \$4,500,000 of which had been subscribed and 10 per cent. paid in. The subscribers to this stock were Claus Spreckels, Rudolph Spreckels, James D. Phelan, George Wittell and Charles S. Wheeler. There had been much public discussion as to the feasibility of replacing the cable system of the United Railways with an electric conduit, instead of overhead trolley, as had been proposed by Mr. Calhoun.

Calhoun had come here in 1902 and invested of his own and associates' money \$26,375,000 in the roads forming the United Railways system, and since then has spent \$8,000,000 more in improvements, so that \$34,375,000 in cash has been invested by him in the enterprise. The change from cable to electricity had been decided on by him, but on account of topographical and physical conditions he was opposed to the conduit system as impractical, if only inaugurated on Market street, as suggested to him, and infeasible if extended to all the 258 miles of the system. The matter was still a subject of discussion when the earthquake and fire occurred. With all street-car traffic stopped, with the streets impassable from debris and the utmost efforts of every citizen required to bring order out of chaos, the immediate available thing was demanded everywhere. Calhoun asked and obtained from the Board of Supervisors by unanimous vote a permit, in the shape of an ordinance, by which he was given permission to change his cable roads to a trolley system. He was operating his lines under a 50-year franchise, and the permit was regarded by him as a matter of form, it being a question whether the franchise did not already give him authority to use the trolley system. The company did valiant service in clearing the streets, poles were set and lines stretched, and in a remarkably short time traffic had been resumed throughout the city generally.

Following the fire the Secretary of State was notified by Spreckels and his associates to proceed with the filing of the Municipal Street Railway Co.'s papers. Nothing further in the way of inaugurating the enterprise had been done, however. Some time after the permit for the overhead trolley was granted Spreckels began to denounce the action publicly, and he then denounced the Supervisors and the Mayor as having been influenced by graft to take a course antagonistic to his interests. Under pressure confessions flowed out of Ruef like water from a squeezed sponge. He not only made charges against the Mayor and 16 of the 18 Supervisors, but named as victims of the system of hold-up about every man who has had anything to do with San Francisco's development in recent years.

It had been stated in a public confession of Ruef that the United Railways had paid a large sum of money for the trolley permit. With a strike on his hands, and one in which disinterested public sentiment was all with Calhoun, it was desired that whatever action might subsequently be taken he be left free to handle the extremely serious situation precipitated by the strike, without any embarrassment on the part of the prosecution at that time. Mr. Heney publicly promised that this should be. Apparently overruled in the matter, Calhoun was not only hauled before the grand jury on the very day of the strike, but was shortly after indicted on a large number of counts, as were also his officers and assistants, and the Board of Supervisors, who had retained office under remarkable arrangement, introduced a resolution forfeiting Calhoun's franchises because he was not giving required service—knowing very well that the reason he wasn't giving service was because his cars were being smashed and broken and his men beaten and killed, because the city wouldn't provide a sufficient police force to afford protection against the riotous strikers. Calhoun appeared before the board, and his emphatic remarks killed the resolution. But the board did strike a blow by passing a resolution ordering the owners of the Geary-street line to compromise with their men who were out on strike. This company was operating under a lapsed franchise, and the Board of Supervisors practically confiscated the line.

Of the personal side of the case I think it needless to say much. The principle is the main matter for consideration. Mr. Calhoun has printed a statement to the effect that he is innocent of the charges in the indictments. His cases and the others growing out of the confessions of Ruef and the 16 Supervisors are coming up in court now in order, and the courts can presumably be relied on to reach just conclusions. It is, however, one of the features of the present proceedings that lawyers have declared all the proceedings of the prosecution to be tainted with errors, and the question has been raised as to whether any of the acts of the present Grand Jury are legal.

ALBERT PHENIS.

For Woodworking.

In a letter to the MANUFACTURERS' RECORD Mr. J. M. Browder, cashier of the Bank of Jarratts, Jarratt, Va., says:

"We are situated near the middle of the Spanish peanut belt, and there is annually marketed at this point from 75 to 100 carloads of these nuts, aggregating in amount from \$75,000 to \$100,000. There are also from 300 to 500 bales of cotton ginned and marketed here, aggregating in amount from \$1500 to \$2500. We have excellent water-power on the Nottoway river, three miles from here, which, if developed, would serve the purpose of lighting the town with electricity and to run machinery. The Atlantic Coast Line and the Virginia Railway, running directly through our town, afford us excellent railroad facilities, and I consider this an excellent location for manufacturers, especially for the manufacture of the products of our surrounding forests, peanut factory, etc. We now have one plant located here which manufactures lumber and box shooks, employing about

100 hands, and we invite more. Labor is plentiful through this section."

The handbook of Sussex county, in which Jarratt lies, prepared for circulation at the Jamestown Exposition, gives an excellent idea of the opportunities in the county for agriculture, manufacturing and trade. It states that Jarratt is a growing village with \$53,155 on deposit in its bank, and that it bids fair to be a town of considerable proportions in the near future.

Limestone Wanted.

The Carolina Paper Pulp Co. of Newbern, N. C., wants to correspond with dealers or quarrymen who can furnish limestone suitable for burning lime, one or two carloads to be used each week. It is desired that shipments be made by rail or barge.

In 1906 Virginia produced 4,254,879 short tons of coal, a decrease of 20,392 tons under the production of 1905.

CURRENT EVENTS AS VIEWED BY OTHERS

THE FUEL PROBLEM.

[New York Tribune.]

From a consular report published by the Department of Commerce and Labor it appears that shortly before the end of June the price of gas in London was increased 12½ per cent., the explanation being offered that a much greater advance in the cost of gas coal had occurred within the last two years. Simultaneously it is reported that the British Admiralty regards the bids emanating from Cardiff as too high, and contemplates obtaining fuel for war vessels from Scotland. These and other facts which might be cited indicate that the product of the Welsh mines is commanding better prices than for a long time hitherto, with little immediate promise of a reaction. American competition may possibly lead to concessions, but until recently the coal companies of the United States have not thought it worth while to seek business on the other side of the Atlantic. Since Continental Europe has long been dependent on England, Scotland and Wales for a part of its fuel supply, and must long continue to be, producers in the latter countries can evidently afford to make the most of their chance.

The situation abroad serves to emphasize the pleasant prospect held out to the American consumer by the United States Geological Survey. A recent dispatch to the *Tribune* from Washington showed that while the deposits of anthracite may not last more than 70 years, if so long, there is enough easily mined bituminous coal in this country to supply the demand for 200 years, to say nothing of an almost unlimited amount of less accessible soft coal and of lignite. The significance of these figures will not be realized, it ought to be added, until several additional circumstances are considered. Owing to improved methods in mining, there is less waste in the operation of getting out coal and preparing it for market now than formerly. Improved methods in consuming soft coal promise ere long to make it nearly as inoffensive as hard coal. Indeed, it is probably no great exaggeration to say that if anti-smoke ordinances were vigorously enforced in every large city in the United States for a single year the public would cease to care, so far as defilement of the atmosphere is concerned, whether the anthracite supply was sufficient for 70 or 700 years. Another change in usage, the conversion of coal into gas and use of the latter explosively instead of for generating steam, is likely to prove even more revolutionary. As the *Tribune* has repeatedly pointed out, the internal combustion engine yields twice as much power as the steam engine with the same amount of fuel. Finally, a large quantity of petroleum is being used as fuel in the Southwest and on the Pacific coast. This resource may not be inexhaustible, but it sensibly lessens the demand for solid fuel for a time, and gives the United States an almost unique advantage.

Moreover, Alaska has already begun to produce coal of excellent quality. The quantity mined up to date is small—it did not exceed 6500 tons last year—but it will doubtless increase rapidly when certain railroads, affording access to the coast, are finished. It has been predicted that within a few years the coal industry of Alaska will rank second only to the gold production of the Territory. Whether or not that forecast is to be fulfilled, the big tract of real estate which Mr. Seward purchased from Russia more than 40 years ago will at least add one more to

the many services it is rendering to its present possessor. The benefit it will thus confer, too, will be felt where cheap coal is most needed—on the Pacific coast.

PASSING AWAY

[Dallas (Texas) News.]

The general passenger agent of a great railroad system is a lonely man just now. In his office he sits, rubbing at the door and elongating his neck like an excited mud turtle until a boy nonchalantly approaches with a wet yellow telegram that informs him the Interstate Commerce Commission refuses to countenance rates in circular No. 24,765,876, and that he must give two years' notice before operating the excursion next month. He is lonesome because the pass seeker is no more.

Formerly he was noted for his affable manners and the glad grip he gave hands. He was prized as a means to an end, and personal acquaintance with him was valued above rubies, for could he not with a wave of his hand or a scratch of his pen send a person whithersoever he would go? When he reached a point where he could slap people on the back, give them a cigar and send them dazed into the street without the pass they asked for, yet with a feeling of gladness that they had called, he was slated for promotion. Railroads don't like to offend people, not even those who demand passes when they have as much right to demand freight cars for playhouses for their offspring. And at a time, too, when freight cars are being fought for by shippers.

To him came all those who were troubled or oppressed. The trouble because they were broke, the oppression because railroads charged for passage. To them he would lend a sympathetic ear, until the ear would look and feel like a phonograph horn in a popular five-cent moving-picture show.

If he couldn't give a pass, owing to some severe strain of rules in case he did, his duty was to break the sad news so gently the seeker would feel that the road loved him like a brother and that the directors, aye, even the stockholders, were weeping because he couldn't get it.

Many and various were the people who asked for passes and for reduced rates. Many and various were the reasons they gave for it, ranging from allegation that the seeker had once saved a train from wreck to the fact that some years ago he shipped a pig from Minneapolis and that it went over the company's lines for three miles. More often there was no reason at all.

But it has been changed now. The ink has grown dark on the stubs of the once rapidly-thinning passbook. The bench where the seekers sat and awaited their turn to soak the railroad man for transportation is filled with dust. The suspicious glare is fading from the chief clerk's eyes and he is becoming actually companionable. When he sees a man come in he does not associate him with passes. He sometimes thinks he may be intending adding to the conscience fund.

But the general passenger agent is lonely. But for the myriad rules and orders of the Interstate Commerce Commission and the Railroad Commission of his State he would be driven to the golf links every afternoon about 12.10. His face is losing that look of affability that once characterized it. The smile that wouldn't come off is fading under the loneliness.

For nobody comes for passes. His skill

in the gentle art of throwing people off the track is disappearing. His keen wit is rusting disgracefully. It's awfully tame now.

The people who have to travel have yielded to the inevitable and buy tickets from the city office. He never sees them. The office clerks come and go, and he is weary of seeing their hair parted in the middle. He knots what muscle the railroad business has left him and yearns for conflict with the promoter of some would-be magazine with visionary circulation who seeks to have him advertise to the extent of 17 mileage books and three annual passes. The pass clerk attends to the passes, knowing they are authorized. He does it with the same interest a farmer shows in baling hay.

The general passenger agent yawns in the ennui that has come with the new laws. He turns to the rate tangles that once the rate men merrily wrestled with, and drops of anguish gather on his brow. Affability? Huh! Glad hand? Pshaw! He's digging into rates now and trying to ascertain whether the rate-making bodies are working toward the penitentiary or merely toward the asylum. Oh, fudge! If only the old times were back—the glad-some times when everybody on earth thought he should ride free, and that it was up to the general passenger agent to "make good." The juice has been squeezed out of his business. Nothing is left but rates.

CANADIAN PROGRESS.

[Louisville Courier-Journal.]

While the development of the northwestern part of the United States was in its day phenomenal, in its rapid settlement, after its penetration by railroads, Canada is experiencing a similar transition no less remarkable in its features. The conversion of the vast territory west of the Mississippi from a comparatively treeless and arid waste, long believed unfit for agriculture, to populous, crop-bearing States and progressive in all the elements of civilization, within little more than half a century, has been one of the marvels of American history. But the progress shown in the development of Canada within the last decade is even more notable when the relative conditions are taken into consideration. Chief of these has been its climate, which for a long time retarded the settlement of the Western Canadian provinces from the conviction entertained that their high latitudes precluded all hope of agricultural development. But, within a few years past, a great change has taken place. With two transcontinental railroads and several others which diverge from them, bearing immigrants to the wide and fertile plains, agriculture has ceased to be an experiment, and the soil and climate are found to be productive for wheat and various other crops, rivaling our more Southern States from which, as well as from Europe, they are attracting immigrants. The rolling prairies far to the northward are being converted into thrifty farms, and the same process of settlement which we have experienced in the West and Northwest is going on there.

Recent statistics show that the population of Canada is increasing at a very encouraging rate. The official report, as lately given out, shows a population on April 1 last of 6,409,900. In 1900 it was but 5,371,313, the increase in the interval having been 1,333,385. Should the present rate of increase be maintained the

population of the Dominion will exceed 7,500,000 in 1911. At the beginning of the Nineteenth century its population was 240,000, being less than that of Kentucky at that time. The population per square mile in 1901 was, however, only 1.48, while that of the United States was 21.1. This will give some idea of its relative area. If one were asked offhand which was the largest, the United States or Canada, the answer would indicate the former. But this would be error. Canada has, excluding the Gulf of St. Lawrence, Hudson bay and all tidal waters, 3,729,665 square miles, while the United States, including Alaska, have 3,616,484 square miles. The population of Canada is chiefly found in the Atlantic and lake provinces. New Brunswick, Nova Scotia, Prince Edward's Island and Quebec. These, which embrace less than one-sixth of the total area, have two-thirds of the total population; nine-tenths of the remainder are embraced in British Columbia, the Yukon territory and the newly organized provinces of Central Canada, Alberta, Manitoba and several others newly opened to settlement.

SPUR TO THE SOUTH.

[Dallas (Texas) News.]

The MANUFACTURERS' RECORD thinks there is "a great disposition among our Southern people to be too well satisfied with what we have accomplished because of a lack of knowledge of what other sections have been doing." That frailty is hardly peculiar to the South, though possibly more characteristic of it than of any other section. All of us suffer somewhat from self-sufficiency; we are disposed to magnify our achievements and thus content ourselves with small effort. Men everywhere are prone to hedge themselves about with conceit, and, by shutting out the view of what others have done, to imagine that their own achievements are unparalleled.

It may not be gracious to say so, but there can be no harm in expressing the opinion that Texas is two much inclined to be satisfied with small achievement in an industrial way. Perhaps it is natural that people who have only lately begun to give serious thought to industrial development should somewhat magnify what they have done, just as an infant marvels at its first steps. But the disposition to be satisfied with small achievements is apt to be a hindrance to the State's further development.

Texas has built a few cotton mills, and calls on the world to witness the evidence of its progress, delightfully unconscious, meanwhile, that some neighboring State not half so well circumstanced has within the same time built three mills to its one. Similarly, Texas buys shiploads of canned goods from California, Maryland and other States, and though tons of its fruits and vegetables are rotting within full view, it sits down in the shade of its own too few canning plants and congratulates itself on the progress it has made in this industry.

Texas is making industrial progress. But the *News* does not believe it has advanced as rapidly and steadily as it ought to have advanced. The advance has not been commensurate with its opportunities. Its freight bill is still too big, perhaps by half. It buys too many things away from home that could be made more cheaply at home, and so long as that is true Texas cannot wisely indulge itself in much self-congratulation.

It may be said, of course, that investing capital will seek out and locate at the

place of best opportunity. But that retort, which is the argument of the complacent, is refuted at every turn. Four-fifths of the manufacturing industries Texas has have resulted from community hustling, and towns have been spurred to this hustling by a kind of jealousy. Towns, like men, are normally more spurred to action by knowledge of their rival's achievements than by the contemplation of their own. Indeed, if the citizens of a town were wise they would not very loudly celebrate their own achievement, for the applause they give themselves is apt to disturb the slumber of a rival. But it is because it has that effect that local newspapers and those institutions and men who take the lead in these industrial efforts will not permit their home towns to rivet their gaze upon their own achievements, but will thrust upon them notice of what other towns are doing. Rivalry between communities makes for the industrial progress of both, and "a lack of knowledge of what other sections are doing" is apt to make a town content with its own achievement, however pitiful.

NOISES AND SMELLS.

[Minneapolis Journal.]

Science and government are too often separate things, though there is said to be a science of government and a government of science. The government, for example, prohibits that which is bad and commands that which is good. But government does not supply a means of attaining the good, so, after spasmodically punishing people who do not obey its law, it sinks back into the sulks and sees people violating its laws without trying to get them on the hip. This is the case with the smoke nuisance. The government prohibits it, but it goes on just the same.

There is a new movement against unnecessary city noises. A physician who has diagnosed 20 of them declares that 15 were totally unnecessary and the other five might be modified. Science is a little ahead of government on this problem. It is beginning to furnish the means of avoiding city noises before government has gotten around to their prohibition. Wood pavements and rubber tires take care of all the noise of the vehicle traffic. But this is not enough. The surface cars are a source of unmitigated screechings night and day. A composition of rubber has been made which will surface the track or the wheel and give surcease of the frightful noise of street cars. Even the hand-organ man is to be taken care of, not by arbitrary suppression, but by supplying him with a noiseless organ. This is nothing but an adaptation of the Edison phonograph machine, where you get music by dropping a penny in the slot and applying a line of hose to your ear.

It is observable that science does not ask people to do the impossible. It first provides a means of reform before it demands reform. Science in this regard agrees with religion, which says that the true way to drive out bad thoughts is to implant good ones. Science supplants bad methods by inventing good ones.

As to the advisability of prohibiting city noises there can scarcely be any question, though some ancient authorities hold that a rattle, a bang, a puff of smoke, a pile of dirt and an evil smell are evidence of prosperity and progress. These are people who in their process of reasoning put the cart before the horse, the effect for the cause. The dirt, the noise and the odor are a resultant of industry. If we can have the industry without the dirt, the smell and the noise we ought to have it.

The economic side of the problem is not to be overlooked. A Minneapolis professional man testifies that the front ground floor offices in this city on streets where cars run are rapidly becoming useless for

business. It is a known fact that dust annually destroys thousands of dollars' worth of fabrics in stores, all of which damage comes back on the community in enhanced prices for the goods sold. The medical fraternity is clearly of the opinion that startling city noises cause many nervous disorders and prevent the cure of others, while the effects of bad smells on general health are no longer matters of speculation or doubt.

On three sides unnecessary dirt, smell and noise are condemned. Being both unnecessary and preventable, there is no longer reason why government should tolerate them.

CEMENT AT CHARLESTON.

Popularity of Reinforced Concrete at West Virginia's Capital.

[Special Cor. Manufacturers' Record.]
Charleston, W. Va., August 28.

The cement era has struck this city forcibly. The Charleston National Bank building, a seven-story up-to-date office structure, was the first in the city to be built of reinforced concrete. It is faced with white enameled brick, and is a strikingly handsome edifice. The Coyle & Richardson Company is building a six-story store and office building of the same material. It will be finished with a gray pressed brick, and will be one of the city's most attractive ornaments. It stands immediately across the street from the capitol, and furnishes a view upon what is to all intents and purposes a public park. The Tribune Printing Co., one of the largest printeries in the State, having the State printing contract, is putting up a building for its own use, reinforced concrete being the material of the framework. It will be handsome and substantial, of five stories in height. Other smaller structures to be built of reinforced concrete are being planned for the immediate future, and before another year passes ten or a dozen such buildings will stand here to attest the faith of Charleston people in the building material of the future.

Popp & Goshorn, real-estate men of this city, have struck out on a somewhat novel line. They have acquired a tract of land near the West Virginia Colored Institute, an institution maintained by the State for the education of the colored youth. This school is located in this county, about eight miles down the Great Kanawha river from this place, and on the Kanawha & Michigan Railroad. The promoters named above propose to lay the lots off in the most attractive way for a town, and to put in various improvements before placing the property on the market. The plan was adopted because of the fact that there was no other place about Charleston where lots could be obtained by colored people at prices suited to their purses, and it was felt that a place of this kind, situated near their school, would appeal to them. The working out of the scheme is awaited with considerable interest by the people of this city.

The voters of this city vote on September 10 to decide whether the city shall issue \$170,000 of bonds for bridges, street paving and other public improvements. It is not a year since the people voted for a bond issue of \$250,000, and the promise is good for the carrying of the present proposition, so that the work of improving the city shall not be allowed to lag.

The Kanawha-Roane oil and gas field is still holding the attention of the people. The Bull Pen Oil Co. brought in its second producer a few days ago, making the eleventh oiler in the territory and not a single dry hole. The further to the southwest the work goes the more oil is found, and experienced men think the field will prove to be a very valuable and lasting one.

The fact that the Chesapeake & Ohio Railroad has been able to secure a ten-mil-

lion-dollar loan with which to continue its improvements has caused a feeling of confidence to take the place of that of unrest that pervaded this section a few weeks ago, and the resumption of work on the road will cause a return of the feeling of optimism that was so strong in the early spring.

The coal business has never been so good as now. Prices are good, the demand equals all the possible supply, car service is better than heretofore, and the coal men are in fine fettle. This calls to mind the fact that representatives of the Government Geological Survey are in this section to secure coal for tests now being made at the Jamestown Exposition. Coal will be taken from a number of New River mines to be analyzed and tested by Government experts, who will embody their finding in a report that will prove of value to the operators in proportion as their coals are proven to be of high quality. These tests were begun at the St. Louis Exposition three years ago, and the present are but a continuation of that series. The coal will be taken in 100-ton lots, so that the tests may be as thorough as possible.

GEORGE BYRNE.

Bank Reports.

The Bank of Beulah at Bethlehem, S. C., reports at close of business August 16 bills receivable, \$36,103; due from banks, \$7158; cash in vault, \$2546; capital, \$10,000; deposits, \$19,431; surplus and profits, net, \$1615; bills payable, \$17,500; total assets, \$48,547. Duncan McKenzie is president; S. R. Chandler, vice-president, and T. J. Cottingham, cashier. The bank is 18 months old.

The First National Bank of Baltimore, Md., reports at close of business August 22, 1907, loans and discounts, \$4,458,176; lawful money reserve in bank, \$595,500; capital stock paid in, \$1,000,000; surplus fund, \$350,000; undivided profits, less expenses and taxes paid, \$127,355; total deposits, \$6,209,489; total resources, \$8,877,442. J. D. Ferguson is president; Jos. R. Foard, vice-president; H. B. Wilcox, cashier, and Wm. S. Hammond, assistant cashier.

The Drovers and Mechanics' National Bank of Baltimore, Md., reports at close of business August 22, 1907, loans and discounts, \$3,993,677; due from banks and bankers, \$1,572,869; cash, exchanges and due from United States Treasurer, \$730,969; capital, \$600,000; surplus, \$300,000; profits, \$109,500; circulation, \$600,000; total deposits, \$6,293,298; total resources, \$8,109,798. James Clark is president; Paul A. Seger, vice-president; Chas. S. Miller, cashier, and Edwin P. Hayden, assistant cashier.

State Banks in Tennessee.

A condensed statement of the Tennessee State banks at the close of business June 30 shows loans and discounts, \$48,462,729; stocks, bonds, securities, etc., \$4,253,555; cash resources, \$18,945,870; capital stock paid in, \$13,231,084; surplus and undivided profits (less expenses and taxes paid), \$4,226,750; due to banks and bankers, \$3,157,888; individual deposits subject to check, \$47,258,424; certificates of deposits, \$7,393,195; total resources, \$78,999,787.

The West Virginia Board of Trade at its next annual meeting will endeavor to frame some practical plan for the attraction of German and Danish farmers to West Virginia, and to otherwise meet the labor difficulties of the State.

During the first seven months this year \$2,132,000 were invested in new enterprises or in enlargements of old ones at Greensboro, N. C., an average of more than \$10,000 a day.

MINING

To Develop Tennessee Mines.

The Waldensia (Tenn.) Coal & Coke Co. of Ohio, which was incorporated several months ago, informs the MANUFACTURERS' RECORD that it leased about 2000 acres of coal lands in Cumberland county, Tennessee, from the Chicago-Tennessee Coal & Coke Co., including a developed mine, railroad cars, washer, coke ovens, buildings, etc., and purchased merchandise and material on hand. The company states that it has developed a good showing of coal, which is of a semi-anthracite nature.

To Develop Phosphate Deposits.

Messrs. Lytton Taylor and T. M. Steger of Nashville, Tenn., and T. P. Bridges, T. B. Read and J. C. Davis of Carthage are interested in the organization of a company to develop phosphate deposits in the vicinity of Rome, Tenn. It is stated that preliminary investigations have been made with reference to the extent and quality of the deposits, and that options have recently been taken on a number of properties. Development work will begin as soon as details are completed.

Buys Phosphate Lands in Arkansas.

A dispatch from Batesville, Ark., states that the Virginia-Carolina Chemical Co. of Richmond, Va., through George H. Tucker, manager of its Western division, has purchased about 760 acres of phosphate lands near Anderson, in Independence county, Arkansas. No announcement has been made with reference to the purchase, but it is thought a mill will be erected on the property and the deposits developed.

To Mine Phosphate.

Messrs. Charles Kuhn and L. G. Noel of Nashville, Tenn., owning property upon which phosphate rock is said to have been discovered last spring, are reported as making preparations to have the deposits developed. Several companies, it is understood, have made propositions for developing the property, and it is thought the owners will close a contract for the work.

To Operate in Kentucky.

The Searchlight Coal Co. of Lincoln, Ind., has been incorporated with a capital stock of \$250,000 to develop coal mines in Hopkins and Christian counties, Kentucky. The company is said to own about 3000 acres of coal and timber lands in these counties, and will begin development work as soon as practicable.

Mining Notes.

The Stonega (Va.) Coal & Coke Co. writes the MANUFACTURERS' RECORD that it will erect in the near future a coke-manufacturing plant near Preacher, Va. This plant will consist of about 350 ovens, but details of their construction have not been announced.

The Alabama-Tennessee Coal Co. of Birmingham, Ala., has been incorporated with a capital stock of \$50,000 to develop coal mines. Incorporators of the company include Messrs. Luke Seawall and J. H. Weddington, both of Charlotte, N. C., and W. F. Hughes of Birmingham.

Messrs. William H. Nichols and Sanford H. Steele, 25 Broad street, and Frederick W. White, 92 William street, all of New York city, have incorporated the Medulla Phosphate Co. of Jacksonville, Fla., with a capital stock of \$500,000 to mine phosphate and manufacture fertilizers.

The assessed valuation of property in Jefferson county, Alabama, in which lies Birmingham, is \$71,444,415, an increase over 1906 of \$13,644,000.

RAILROADS

[A complete record of all new railroad building in the South will be found in the Construction Department.]

POOR'S MANUAL FOR 1907.

Interesting Statistics Which Bear Upon the Railroad Situation.

The introduction to Poor's Manual of Railroads for 1907 has been issued, and it embraces many facts which are of particular interest at present because of recent legislation affecting transportation companies. First of all, it may be noted that the totals, computed to December 31 last, show that the length of railroads in the United States at that time was 222,635 miles, a net increase for the calendar year of 5294 miles. The data relating to railroad capitalization and the return thereof shows that the average revenue per ton per mile in 1906 was 0.766 cent, as against 0.784 cent in 1905. The average receipts per passenger per mile in 1906 was 2.011 cents, as against 2.028 cents in 1905, showing a decrease in average receipts for both departments of traffic. The average interest rate on bonds last year was 3.99 per cent., as against 3.79 per cent. in 1905, and the average dividend rate upon all railroad stock was 3.63 per cent., as against 3.27 per cent. in 1905.

The total funded debt of the steam railroads at the close of 1906 was \$7,851,107,778, an increase of \$425,845,877 during the year, and the total capital stock was \$7,106,408,976, an increase of \$364,452,151. The total assets of all lines were \$17,534,381,633, an increase of \$1,241,500,810. The surplus of assets over liabilities were \$706,014,237, an increase of \$41,885,443.

Complete statistics of operation were received from 219,888 miles of railroad, showing that the passenger-train mileage was 488,554,209, the freight-train mileage 608,324,539 and the mixed-train mileage 27,711,651, making the total mileage of revenue trains 1,124,590,399 miles. The passengers carried numbered 815,774,118, the passenger mileage amounted to 25,842,462,029, the tons of freight moved were 1,610,009,829 and the tons of freight moved one mile were 216,653,795,696. The passenger earnings were \$519,826,434, the freight earnings \$1,650,313,020 and other earnings \$158,218,075. The total traffic revenue (which includes 745 miles of railroad in addition to the foregoing) amounted to \$2,346,040,286, the operating expenses to \$1,556,452,574, the net earnings to \$790,187,712. Other receipts brought the total available revenue up to \$890,480,081. The total payments from available revenue (covering 215,301 miles of line) were \$739,005,308, which included taxes of over \$68,000,000; interest on funded debt of nearly \$270,000,000, dividends of over \$225,500,000, rentals of over \$82,000,000 and miscellaneous payment of nearly \$80,000,000. This left a surplus (over fixed charges and miscellaneous payments) of \$151,474,773.

Poor's Manual is published by the Poor's Manual Co., 68 William street, New York. It is stated that it will be ready for distribution in a day or two.

Greer to Whitmire.

Mr. L. J. Browning writes from Union, S. C., to the MANUFACTURERS' RECORD that he and those interested with him in the proposed railroad are meeting with considerable encouragement in placing the stock locally. The road will start at Greer, S. C., on the main line of the Southern Railway, and will run south, crossing the Charleston & Western Carolina division of the Atlantic Coast Line at Woodruff, and thence still south through Hobbysville, Cross Anchor, Cross

Keys and Sedalia to Whitmire, S. C., on the Seaboard Air Line's main line.

"Thus," continues Mr. Browning, "in a distance of 60 miles connecting three great railroad systems of the South and traversing through its entire length the finest farming sections of both Spartanburg and Union counties. It will pass within a few miles of several fine water-powers that are as yet undeveloped. It will also be very near a marble quarry which, after extensive prospecting, showed enormous quantities that could not be utilized on account of lack of transportation."

This projected line, it appears, admits of easy construction. It is said that for 55 miles of the route the grading could be done with a two-horse plow, and only one bridge is required, namely, at Whitmire. This is because the route lies along the ridge between the Tyger and the Enoree rivers. It is estimated that the road could be built and equipped for \$800,000.

Georgia & Florida Contract.

A press report from Augusta, Ga., says that the construction contract of the Georgia & Florida Railway Co. has been let to the Schofield Construction Co. of Philadelphia. This is the road which is being built by a syndicate in which J. S. Williams & Sons of Richmond, Middendorf, Williams & Co. of Baltimore and the International Trust Co. of Baltimore are interested. The same contractors did the work for the Norfolk & Portsmouth Traction Co.

The work on the Georgia & Florida Railway will consist of building several links of new line to connect existing railways, this new work amounting to about 100 miles, and there will also be improvements to the existing roads in the combination. When completed the Georgia & Florida will form a through route from Augusta, Ga., to Madison, Fla., with a proposed extension to the Gulf of Mexico. The new work and improvements will cost several millions of dollars.

It is further reported that the company will shortly purchase 20 new locomotives, and that new freight and passenger cars will also be bought.

New Equipment, Etc.

The Western Maryland Railroad Co. is contemplating the purchase of 1000 or more cars.

The Fayetteville Street Railway Co. of Fayetteville, N. C., has ordered four miles of steel rails from the James Bowen Equipment Co. of Norfolk.

The New Orleans Great Northern Railroad will, it is reported, purchase 700 gondola and flat cars.

The Parkersburg Mill Co. of Parkersburg, W. Va., it is reported, proposes to buy a geared locomotive, narrow-gauge, weighing 10 to 12 tons.

The North Georgia Marble Co. of Ellijay, Ga., is reported to be in the market for several side-dump cars.

W. A. Guyton & Co. of Galveston, Texas, have ordered 10 tank cars from the E. A. Bryan Co. of Chicago.

The Santa Fe is reported to have ordered 25 switching locomotives, six-wheel, and 10 single consolidation locomotives from the Baldwin Works.

Paducah to Mayfield.

Mr. H. H. Loving, secretary of the Southern Construction Co., Paducah, Ky., writes the MANUFACTURERS' RECORD that the American Engineering Co. of Indianapolis, Ind., has been selected to make the survey which is about to begin for the proposed Paducah Southern Electric Railroad Co. Right of way for the line will also be secured immediately. The country is level, and the first division, from Paducah to Mayfield, Ky., will connect two good towns, having, he says, a population

of 1500 people to the mile. Contracts will not be let for some months.

The officers of the Construction Co. are John F. Harth, president; George Rush, vice-president; B. H. Scott, treasurer, and H. H. Loving, secretary. The officers of the railroad are W. A. Martin, president; H. H. Loving, secretary and manager; B. H. Scott, treasurer; directors, W. A. Martin, O. J. Rush, E. W. Whittemore, W. L. Houston and D. C. Roberts.

Velasco Terminal Work.

The Houston & Brazos Valley Railway, according to a report from Houston, Texas, will spend about \$500,000 for wharves and warehouses at Velasco, Texas. Plans for this expenditure, it is said, were made at a recent meeting of the board of directors, and it will take several years to complete the work. Material is on hand to begin construction on a wharf, and a large warehouse has just been finished. It is further stated that the financing of the property will be aided by Mr. B. F. Yoakum of the Rock Island and the Frisco systems, who is now interested in the line.

An extension from Anchor northward is being built, and if carried out according to the original plans it will go to Hempstead, Texas, a distance of about 100 miles. This extension will intersect several of the great systems at various points.

Greenville to Hendersonville.

J. N. Johnson, chief engineer of the Greenville & Knoxville Railway, Marietta, S. C., is quoted as saying that about September 15 contracts will be let for building to River Falls, 27 miles. The line is now in operation from Greenville to Traveler's Rest, 10 miles, via Monaghan, White Oak, Montague and Altamont. When completed the road will run from Greenville via Traveler's Rest, Marietta, Riverview, River Falls and Flat Rock to Hendersonville, N. C., 56 miles. It is now graded to Riverview, 21 miles. Construction will include four short tunnels, two steel bridges and two steel viaducts. About 40 miles of the line lies through the Blue Ridge.

Loop & Lookout Railroad.

Mr. T. W. Raine, president of the Meadow River Lumber Co., Evenwood, W. Va., writes the MANUFACTURERS' RECORD confirming the report that the Loop & Lookout Railroad Co. has taken out a charter, but also says that officers and directors are not yet elected. The object is to develop 28,000 acres of timber owned by the lumber company on Meadow river in Fayette, Greenbrier and Nicholas counties, West Virginia. The main line will be 30 miles long, and will connect with the Chesapeake & Ohio Railway. Preliminary surveys are now being made to determine the route. Date for beginning construction is yet indefinite.

Improving Its Road.

President L. S. Berg of the Mobile, Jackson & Kansas City Railroad is reported as saying that the company is actively engaged in improving its line, being specially engaged at present upon that part between Laurel, Miss., and Middleton, Tenn., which includes the old Gulf & Chicago road that was absorbed by the larger company. The line will be put in first-class physical condition as speedily as possible.

The company has also ordered 13 locomotives, and is now negotiating for 1000 cars.

Reports that the road was to be sold were denied by Mr. Berg.

Danville (Ky.) Street Railway.

Mr. T. M. Jenkins, vice-president, secretary and general manager of the Danville Light, Power & Traction Co., Dan-

ville, Ky., writes the MANUFACTURERS' RECORD that the company will build about one mile of railway on city streets; that material has been purchased, and that the company will do the work. It will operate not more than two cars, and expects to begin service in 1908. Contracts have been awarded for machinery. A rotary transformer is to be installed in the present plant. Charles C. Fox is president of the company, George D. Rosenthal is treasurer, E. B. Nelson is superintendent and chief engineer.

Minneapolis to Galveston.

Mr. O. C. St. Clair, vice-president of the proposed Minneapolis, Kansas City & Gulf Electric Railway, recently reported, writes from Minneapolis, Minn., to the MANUFACTURERS' RECORD that contract has just been closed for a preliminary survey from Minneapolis to Des Moines, Iowa, and it is expected within 30 days to have arrangements perfected to do the same in Texas. The proposed route includes, besides the points named, Omaha, Kansas City, Wichita, Guthrie, Oklahoma City, Dallas, Waco, Houston and Galveston. C. B. Holmes is president and E. P. Bradshaw secretary and treasurer.

Pocahontas Coal Line.

Mr. S. H. Meem, engineer in charge, writes from Eskman, W. Va., to the MANUFACTURERS' RECORD concerning the report that the Glen Alum Coal Co. would build a railroad extension. He says it should not be the Glen Alum Coal Co., but the Premier Pocahontas Collieries Co. It will construct a railway from Roderfield, on the Norfolk & Western Railway, up Spice creek a distance of four and one-half to five miles to develop 4000 acres of Pocahontas coal. Four coal operations will be established. Norfolk & Western equipment will be used.

The Rock Island and the Frisco systems have issued a folder entitled "Factors of Prosperity in the Rock Island-Frisco States of America." It gives diagram maps illustrating the development and the potential wealth of the sections through which the lines run, and copies of it may be obtained from the passenger departments at Chicago or St. Louis, John Sebastian being passenger traffic manager.

Independent Steamboat Lines.

A movement is under way to establish an independent steamboat company to operate between Baltimore and points on the Chesapeake bay. Among those interested are W. P. Lawson of Crisfield, Md.; E. Clay Timanus of Baltimore, president of the Maryland Storage Co.; S. Proctor Brady of the same company, Thomas G. Boggs, secretary of the Merchants and Manufacturers' Association of Baltimore, and others. There is some prospect that the new line will have traffic relations with the Western Maryland Railroad.

Another independent steamboat line is also planned at Baltimore, among those interested being Joshua G. Harvey and Philip Uhler Harvey. This is to be established by the Agriculturist Storage Co., and is to operate boats between Baltimore and Miles river.

Columbus Power.

Mr. C. M. Young, recently arrived at Columbus, Ga., to take charge of the three power plants of the Columbus Power Co., is quoted as stating that he knows of no other place in the country, with the exception of Niagara, where power is sold as cheaply as in Columbus, and that while electric power in that city can be secured for from \$15 to \$25 per horse-power per annum, \$40 is a low price for steam power in the North and West and \$60 is a common price.

TEXTILES

[A complete record of new textile enterprises in the South will be found in the Construction Department.]

Correspondence relating to textile matters, especially to the cotton-mill interests of the South, and items of news about new mills or enlargements, special contracts for goods, market conditions, etc., are invited by the MANUFACTURERS' RECORD. We shall be glad to have such matters at all times, and also to have any general discussion relating to cotton matters.

Duck Mills for Atlanta.

[Special Cor. Manufacturers' Record.]
Atlanta, Ga., August 26.

The National Duck Mills will be started here next month with a daily output of from 5000 to 10,000 pounds. Organized with a \$500,000 capitalization, it is expected that the mill will be greatly enlarged during the next year and the daily output increased.

A number of varieties of cotton duck will be made, but the principal product at first will be harvester duck of double and twisted duck. The mill will not manufacture its own yarn at first, but will be in the market for Nos. 7 to 12 yarn of three, four and five ply. The officers of the company are: President, George P. Howard of Atlanta; secretary and treasurer, W. L. Byer of Lagrange; vice-president, Jas. Escott of Atlanta.

The incorporation of this company was reported in the MANUFACTURERS' RECORD of August 15.

Lockmore Cotton Mills.

Last month the MANUFACTURERS' RECORD referred to the organization of the Lockmore Cotton Mills of Yorkville, S. C., and the awarding of contracts for building and machinery. Construction work has since been progressing under the direction of the contractors, Messrs. Keller & Logan of Yorkville, the building to be 75 feet wide by 300 feet long, one story high. This will be equipped with 6500 spindles and complementary apparatus for manufacturing Nos. 40 to 50 yarns from Egyptian and peeler cotton. The Whitin Machine Works of Whitinsville, Mass., will furnish the textile machinery. Electricity will be used for power, driving with electric motors direct connected to the spinning-frames and twisters. The equipment is expected to be installed about the first of January. Thos. P. Moore is president of the company, which is capitalized at \$100,000.

The Sparta Cotton Mills.

In its issue of July 11 the MANUFACTURERS' RECORD referred to the organization of the Sparta Cotton Mills of Sparta, Ga., and the awarding of contract to the Lowell (Mass.) Machine Shops for the machinery for the new plant. Since then other arrangements have been in progress, and plans are now being prepared to modernize a mill building that has been purchased. Contract was awarded through John Hill, mill engineer, of Atlanta, Ga., for the machinery, which will comprise 5000 spindles and accompanying apparatus for manufacturing 20s yarns; daily output to be about 2000 pounds. The Sparta Cotton Mills is capitalized at \$100,000, and E. A. Rozier is treasurer.

International Spinners.

For the Second International Conference of Cotton Growers and Spinners, to be held at Atlanta, Ga., October 7-9, the delegates of the American Cotton Manufacturers' Association will be President S. B. Tanner, Vice-President T. H. Rennie, Secretary and Treasurer C. B. Bryant, T. Ashby Blythe, L. W. Parker, F. A. Flather, E. A. Smith, J. J. White, Jr., Charles H. Gorton, Leonard Paulson, T.

Y. Cooper, Charles H. Fish, R. S. Reinhardt, W. T. Lang, David Clark, E. A. Smyth, M. M. McCall, E. Chappell, Col. J. T. Anthony, W. C. Heath, D. A. Tompkins, George B. Hiss, R. S. Reinhardt, R. M. Miller, Jr., Arthur H. Lowe and William Whittam, Jr.

Changing to Electric Power.

The Cherry Cotton Mills of Florence, Ala., is making important improvements to its 11,000-spindle plant, and all the contracts for machinery have been awarded. This company is replacing some old machinery with new and modern apparatus, and is changing its power drive from steam to electricity. It has awarded contract to the Allis-Chalmers Company of Milwaukee, Wis., for steam turbine engine, to which will be direct connected a 500-kilowatt generator, and to the Westinghouse Electric & Manufacturing Co. of Pittsburgh, Pa., for the electrical machinery, including 12 motors for direct connection to the various textile installations in the plant.

A Mill for Mocksville, N. C.

Recently the MANUFACTURERS' RECORD mentioned that a movement is on foot at Mocksville, N. C., for the organization of a cotton-mill company. It can now be stated that A. M. McGlamery and associates are the projectors of the enterprise and have secured subscriptions to stock to the amount of \$45,000. They propose to organize with capital of \$60,000 to \$75,000 and build a 3000-spindle mill, increasing to 7000 spindles in the future. Permanent organization will probably be effected within 30 days.

The Shaw Cotton Mills.

Last week the MANUFACTURERS' RECORD reported the incorporation of the Shaw Cotton Mills of Weldon, N. C., with an authorized capital stock of \$100,000. Since then the stockholders have met and organized, electing W. T. Shaw, president and general manager; R. S. Travis, secretary, and W. A. Pierce, treasurer. Directors are as follows: Messrs. W. H. Daniel, W. A. Pierce, J. L. Shepherd, R. H. Stancell, A. C. House, W. T. Shaw, W. M. Cohen, A. L. Smith and D. R. Anderson.

Ridgeview Cotton Mills.

The Ridgeview Cotton Mills of Newton, N. C., will be incorporated with a capital stock of \$100,000, of which \$50,000 has been subscribed. This company will build a mill to be equipped with 2500 spindles for manufacturing two-ply 30 to 40 yarns. Its general manager is M. F. Smith, and he expects to begin construction within two weeks. This company is the one referred to by the MANUFACTURERS' RECORD several weeks ago as to be organized by L. H. Phillips and others.

Moore Cotton Mill Co.

The Moore Cotton Mill Co. of Lenoir, N. C., is now receiving proposals for erection of its mill buildings and the erection of 24 cottages for operatives is now in progress. This company will spin fine yarns, 5000 spindles to be the textile equipment. Its capital stock paid in is \$80,000, with privilege of increasing to \$150,000. Mr. F. P. Moore is president and treasurer. Other details were stated last week by the MANUFACTURERS' RECORD.

Ella Manufacturing Co.

The Ella Manufacturing Co. of Shelby, N. C., has been incorporated with a capital stock of \$100,000 by Messrs. J. R. Dover, J. P. Dellinger, S. H. Hamrick, L. S. Hamrick, C. R. Hoey and associates. This is the company referred to last week as to be organized by Mr. Dover and others for the purpose of building a mill to manufacture comforts, quilts and cotton specialties.

The Merrimac Mills.

The Merrimac Mills of Gaffney, S. C., has awarded contract to J. M. Curry for the erection of buildings for its proposed plant, lately reported by the MANUFACTURERS' RECORD. This company organized last month with a capital stock of \$150,000 and intends to operate 10,000 spindles on the production of cotton yarns, driving the textile machinery by electricity. Mr. W. C. Hamrick is president and treasurer.

The Cherokee Mills.

The Cherokee Mills of Griffin, Ga., will be organized with a capital stock of \$150,000 for the purpose of establishing a plant for the manufacture of woolen blankets and kindred products. Messrs. J. J. Mangham, J. W. Mangham, J. R. Boyd, Douglas Boyd, J. L. Davidson, J. Henry Calker and others are the projectors of the enterprise. They propose to both spin and weave wool.

Textile Notes.

The Oconee Knitting Mills of Walhalla, S. C., has increased capital stock from \$15,000 to \$30,000.

The Raleigh (N. C.) Cotton Mills has awarded contract at about \$10,000 for a set of Whitin combers.

The Topsy Hosiery Mills of Columbus, Ga., is reported to have purchased site for erection of an additional mill.

Mr. J. O. Bell is mentioned in connection with rumors that a company is being formed to build a cotton mill at Zirconia, N. C.

The Erwin Cotton Mills Co. of Durham, N. C., states there is no truth in the recent report that it will build another mill at Duke, N. C.

The Midland (Ga.) Manufacturing Co. has been incorporated with a capital stock of \$10,000 by Messrs. E. P. Willis, A. I. Jenkins, E. B. Kingland and others.

The Boyle Manufacturing Co. has been incorporated with capital stock of \$30,000 to build a textile mill at Jamesville, N. C. Mr. J. P. Doyle is among the incorporators.

Messrs. J. A. Betjeman, A. P. Vason and C. W. Rawson of Albany, Ga., are reported interested in plans for organizing company with capital stock of \$200,000 to build a cotton mill.

The Wadesboro (N. C.) Cotton Mills Co. contemplates increasing capital stock from \$60,400 to \$100,000. The company is now operating an equipment of 7700 spindles, manufacturing yarns.

Messrs. G. B. Patterson, L. T. Cook, T. O. Evans and S. B. McLean of Maxton, N. C., propose organizing a company with capital stock of \$100,000 to build a cotton-yarn mill of 5000 spindles.

Messrs. W. H. Harward, S. W. Stone, A. B. Hunter, A. C. Hughes, J. R. Cunningham and associates of Apex, N. C., propose organizing a company with capital stock of \$40,000 for building a knitting mill.

The Inman Mills of Inman, S. C., states that the report is premature as to its intention to build an additional mill to be equipped with 20,000 spindles. No plans have been formulated sufficiently to make an announcement.

The Mathis-Davis Hosiery Mills of Chattanooga, Tenn., is reported as to expend about \$50,000 for general improvements, including the installation of a dyeing and finishing plant. Mr. Ralph Bell, superintendent, will be in charge of the betterment work.

During July there were shipped from Savannah, Ga., 11,002 tons of phosphate rock to Germany, Scotland, Italy and Austria.

LUMBER

[A complete record of new mills and building operations in the South will be found in the Construction Department.]

Completing Big Dock.

A report from Jacksonville, Fla., states that satisfactory progress is being made on the construction of the proposed terminal facilities of the Seaboard Air Line Railway just east of Hogan's creek. An extensive and modern lumber dock has practically been completed at a cost of about \$135,000, and will probably be ready for service within two weeks. The dock has a frontage of 600 feet on Hogan's creek, with five mooring places for vessels, and a frontage of 700 feet on the St. John's river, with five mooring places. It is known as a saw-tooth dock, and covers an area of 200,000 square feet. Ample tracking facilities have been provided, and a steel bridge supported on concrete pillars is being constructed over Hogan's creek. The creek will be dredged to a depth of 22 feet and the river to a depth of 25 feet for the accommodation of deep-draught vessels. Among other improvements under way or contemplated by the Seaboard Air Line Railway at Jacksonville are terminal facilities east of Hogan's creek dock, for which plans are said to have been prepared. It is said two slips will be built here, each 900 feet in length, with lumber docks on either side running the whole length of the slips. The company is also constructing new shops and making other improvements at a total cost of about \$2,000,000.

Have Begun Operations.

The MANUFACTURERS' RECORD is advised that Messrs. J. B. Doney & Co. of Bonita, La., have begun the development of 1000 acres of timber land, estimated to contain 2,000,000 feet of timber. Messrs. Doney & Co. have a circular-saw mill with a daily capacity of 25,000 feet located about four miles southeast of Bonita. They will increase their logging facilities by the purchase of several eight-wheel wagons, for which they are now in the market.

The Quapaw Lumber Co. at Gallion, a short distance south of Bonita, has also begun operations, shipping its first car of lumber last week. This company is producing about 10,000 feet of lumber per day.

Will Develop Timber Lands.

Writing the MANUFACTURERS' RECORD with reference to the contemplated development of timber lands in Tennessee, Mr. J. B. Smith of Knoxville, manufacturer of hardwoods, with mills at Rutledge, Tenn., states that he will begin the development of a tract of timber land in Granger county about September 1. The property to be developed is estimated to cut 7,000,000 feet of high-grade yellow pine and 8,000,000 feet of yellow poplar and hardwoods. He will also sell about 4000 tons of oak tanbark which he expects to get from the lands. Mr. Smith states that he desires to purchase sawmill machinery, chair-stock machinery, spoke-bolt machines and lathes.

Big Lumber Deal.

Reports state that the W. T. Ferguson Lumber Co. of St. Louis, Mo., has practically closed negotiations to purchase the timber, mill and railroad properties of the J. E. North Lumber Co. of Harrison county, Mississippi. The purchase, it is said, includes about 70,000 acres of timber lands, a railroad over 60 miles in length, five locomotives, cars, modern sawmill, electric-light plant, complete logging outfit and about 5,000,000 feet of lumber. It is said to involve an expenditure of ap-

proximately \$4,500,000. Messrs. W. T. Ferguson and Thomas C. Whitmarsh are president and general manager, respectively, of the W. T. Ferguson Lumber Co.

Erecting Modern Sawmill.

The Clear Run Lumber Co. of Clear Run, N. C., recently incorporated with a capital stock of \$50,000, is erecting a modern sawmill to have a daily capacity of 50,000 feet of lumber. The plant will manufacture flooring, ceiling, siding, roofers, laths, molding and inside trimmings, machinery for which is now being installed. Mr. R. F. Rankin of Mt. Holly, N. C., is the president of the company, and H. W. Fry, secretary and treasurer.

Lumber Notes.

The North Carolina Pine Association has been called to meet at Wilmington, N. C., on September 4.

The Gulf Coast Lumber Exporters' Association will hold its next meeting at Pensacola, Fla., on September 14.

A total of 347 building permits was issued in Austin, Texas, during the last fiscal year, representing a cost of construction of \$224,492.

The Retail Lumber Dealers' Association of Alabama, Georgia and Tennessee held its semi-annual convention at the Piedmont Hotel, Atlanta, Ga., last week.

The Orange Lumber Co. of Orange, Texas, is constructing a number of barges to be used in transporting lumber to Port Arthur and Sabine Pass for transatlantic shipment.

A special meeting of the Georgia-Florida Sawmill Association was held last week at the Windsor Hotel, Jacksonville, Fla. The next regular meeting of the association will be in Jacksonville on September 10.

The Erie Lumber Co. of Gadsden, Ala., has been incorporated with a capital stock of \$100,000 to develop timber lands near Curtiston, in Etowah county. Officers of the company include Messrs. D. G. Curtis, Erie, Pa., president; A. E. Swann, Columbus, Miss., vice-president; M. W. Shreve, treasurer, and C. E. Knoepel, secretary, both of Erie, Pa.

Chalmette Slip at New Orleans.

Among extensive improvements being undertaken at Southern ports by private companies in order to increase their facilities for handling freight and loading same on boats is the Chalmette slip at New Orleans. It has been nearly two years since the New Orleans Terminal Co. began the construction of this slip, and the walls will be completed in October; then the dredging will be started. About 175 men are now employed during the day and about 150 at night; this number will be increased about October 1. The slip is designed to accommodate six steamships, with wharfage for two others on each side of the entrance. This slip is to be 300x1585 feet in size, and will have immense freight-houses on either side; on the upper side a one-story structure, 150x1300 feet; on the lower side a two-story structure, 150x1680 feet; an incline will be built to the second floor. These buildings are nearing completion, and the slip is expected to be fully completed within another year. It is understood, according to previous announcements, that a total of \$3,000,000 will be expended by the New Orleans Terminal Co. for the improvements. Messrs. James Stewart & Co. of New Orleans, St. Louis, Chicago and others cities are the general contractors.

Up to the middle of August, Tampa, Fla., had shipped 174,100,000 cigars since the first of the year, an increase over the same period in 1906 of more than 20,000,000.

MECHANICAL

The "Sampson" Box Strap.

Many manufacturers and merchants who pack in boxes the products which they produce or deal in have occasion to use box straps in order to ensure the security of the package. Straps especially designed for this purpose and made of metal are offered to dealers and users by the W. F. Robertson Steel & Iron Co. of Cincinnati, Ohio. Herewith is presented



THE "SAMPSON" BOX STRAP.

a view of the company's "Sampson" box strap. This is a strong flat-wire strapping with nail holes three inches apart, and it lies close to the box. When the nails are fully driven the strapping is drawn tightly about the package and the nail heads will not remain above the surface. The strap is made in three widths, three-sixteenths, seven-thirty-seconds and one-quarter inches, on wooden reels, 6000, 5500 and 5000 feet to a reel, respectively. The manufacturer recommends this box strap for its convenience and strength.

A New Air Compressor.

A compressor has been designed which embodies the economy of the Corliss cross-compound type in a form which permits moderate price without the sacrifice of good engineering. It is the achievement of S. T. Nelson, one of the mechanical engineers of the Sullivan Machinery Co., and the superintendent of its Western factory at Chicago. The new machine, known as the "Class WC," is described as a "tandem compound steam two-stage air Corliss straight-line compressor." To put it differently, tandem compound steam cylinders, with full Corliss valve gear on both, have been attached to the flywheel end of the standard Sullivan two-stage straight-

disturbing the valve setting. The low-pressure steam cylinder is attached to the end of the frame by means of rigid distance pieces. The bottom feet of this cylinder are on the same level with the bottom of the main frame, and its weight is supported by an extension of the foundation. Practically the same pattern is used for making this cylinder that is used for the Sullivan cross-compound Corliss machines. It embraces all of the regular valve gear usually furnished with the latter type of machine.

There are no adjustments between the flywheels and the steam cylinders which require attention while the compressor is in operation. The piston-rod stuffing-boxes are packed with fibrous metallic packing, which needs only occasional care. The main bearings and other parts which cannot be oiled by hand while running are lubricated by a system of pipes leading from a cluster of oilers mounted at a convenient point, so that the engineer can tell at a glance when one of them is empty.

The eccentrics for operating the valve gear on both the high-pressure and low-pressure steam cylinders are located on the crankpin on the outside of the flywheels, so that they are easily accessible. The eccentrics, rocker arms, valve stems and all connections located between the flywheels or between the main bearings on the "WB-2" type are dispensed with in the "Class WC." The governor pulley is all that is located on the shaft in their place. The removal of these parts allows the use of two piston rods between the high and low pressure steam cylinders, which are necessary in order to straddle the crankshaft, which is kept in its original position in line with the cylinders.

The governor is located on a separate mounting, and is a combined speed and pressure regulator. In appearance it is of the Corliss flyball type, but it operates in unison with the pressure attachment. Either may also operate independently of the other when necessary.

The exhaust steam from the high-pressure cylinder is carried around the outside of the cylinder barrel to the top by a passage cast with the cylinder, and discharges into a covered receiver pipe extending from the top of the high-pressure to the top of the low-pressure cylinder.

From the standpoint of air efficiency, this compressor takes the same high rank as the "Class WB-2" machine. The inlet

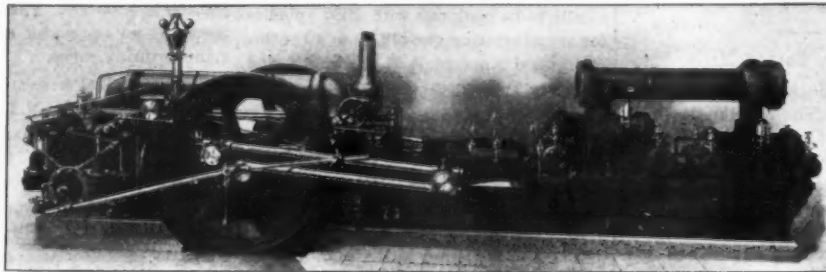
the air cylinders, and an intercooler of ample proportions containing copper water tubes, across which the air must pass several times in its course from the intake to the discharge cylinder.

The "Class WC" compressor is built very substantially, being self-contained on its heavy frame and on the distance pieces connecting the two steam cylinders. These parts are sufficiently massive to sustain the low-pressure cylinder of themselves, without the aid of foundations, if such a necessity should arise.

The straight-line type unites with its well-known advantages of engineering excellence the features of low weight, simplicity and minimum foundations as compared with duplex machines. These qualities render it possible to sell these compressors at a comparatively low price, to transport them readily and at small expense, and to erect them without elaborate and costly preparations at the desired site. They are built at present in sizes ranging from 900 to 2450 cubic feet of free air per minute.

To Build an Industrial City.

Announcement has been made of the plans of the Manchester Development Co., which was organized some time ago for building an industrial city to be called Manchester. This will be located in Meriwether county, Georgia, at the junction of the Atlanta, Birmingham & Atlantic Railroad, where one track leads to Birmingham, Ala., one to Atlanta, Ga., and one to Brunswick, Ga., and the projectors expect to develop a city of 3000 inhabitants during 1908. About 1000 acres of land have been purchased, which will be laid off for factory and residence sites, while various improvements will be provided in the way of water supply, sewerage system, lighting facilities, etc. It is understood that various manufacturing enterprises are already under negotiation. The Atlanta, Birmingham & Atlantic Railroad will have its division headquarters at Manchester, and will build roundhouses, repair shops, a two-story office building and a passenger station there. The Manchester Development Co.'s officers are: President, George D. Wadley, who is general manager of the railroad, Atlanta, Ga.; vice-president, Alexander Bonnyman, who is chief engineer of the railroad, Atlanta; treasurer, Fuller E. Callaway of Lagrange,



NEW STRAIGHT-LINE AIR COMPRESSOR.

line compressor, the high-pressure steam cylinder occupying the same position as the single Meyer valve cylinder of the "WB-2" machine. The illustration herewith shows the arrangement.

The high-pressure steam cylinder is of special design to make room for the Corliss valve bonnets and dashpots between the cylinder and flywheels, and in order to do this the steam chest is offset to one side. The dashpots for closing the steam valves are set directly on the main frame, and the motion rods for operating the exhaust valves are arranged in the usual way except that they are longer. Back bonnets are provided as usual, and the frame is so designed that either one or all of the steam or exhaust valves may be removed without

valves on both low and high-pressure cylinders are of the semi-rotary pattern, positively driven by motion rods from an eccentric pin on the engine flywheel. The action of these valves permits the cylinder to fill itself completely at each stroke with air at the temperature of the atmosphere, and there is no wire-drawing or leakage. The discharge valves are of the automatic poppet type, so arranged as to reduce clearance losses to a minimum. They are removable by hand, together with the valve-seats, so that the maintenance of a perfect fit is a simple matter.

The ideal of isothermal compression is approximated in these machines by means of unusually adequate cooling apparatus. This consists of heavy water-jackets on

Ga.; secretary, J. A. Perry of Lagrange, and consulting engineer, Roy Dallis of Lagrange.

Glass Works for Salem, Va.

The MANUFACTURERS' RECORD is advised of particulars as to a glass bottle manufacturing plant to be built at Salem, Va. The Cooper Glass & Silica Co. has been incorporated with capital stock of \$200,000 to operate the enterprise. A 150x150 metal building will be erected and equipped with machinery for making 300 gross of glass bottles daily, the cost to be about \$50,000. Mr. E. S. Barnitz is treasurer and general manager, Walter Watson is engineer in charge and G. R. Ragan is architect in charge.

Construction Department

TO OUR READERS!

In order to understand and follow up properly the Construction Department items, please bear in mind the following statements:

EXPLANATORY

The MANUFACTURERS' RECORD seeks to verify every item reported in its Construction Department by a full investigation and complete correspondence with everyone interested. But it is often impossible to do this before the item must be printed, or else lose its value as news. In such cases the statements are always made as "rumored" or "reported," and not as positive items of news. If our readers will note these points they will see the necessity of the discrimination, and they will avoid accepting as a certainty matters that we explicitly state are "reports" or "rumors" only. We are always glad to have our attention called to any errors that may occur.

* Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery, Proposals and Supplies Wanted."

In correspondence relating to matters reported in this paper, it will be of advantage to all concerned if it is stated that the information was gained from the MANUFACTURERS' RECORD.

ADDRESS FULLY

To insure prompt delivery of communications about items reported in these columns, the name of one or more incorporators of a newly incorporated enterprise should be shown on the letter addressed to that town, or to the town of the individual sought, as may be shown in the item, as sometimes a communication merely addressed in the corporate or official name of a newly established company or enterprise cannot be delivered by the postmaster. This will help to insure prompt delivery of your communication, although it is inevitable that some failures on the part of the postal authorities to deliver mail to new concerns will occur.

WRITE DIRECTLY

It is suggested to advertisers and readers that in communicating with individuals and firms reported in these columns, a letter written specifically about the matter reported is likely to receive quicker and surer attention than a mere circular.

BRIDGES, CULVERTS, VIADUCTS

Austin, Texas.—Engineer has been engaged to estimate cost and report upon advisability of constructing new bridge across the Colorado river, to be built of either concrete or stone and cost about \$500,000. It is proposed that cost be shared by city, Travis county and either the Interurban or local electric railway company. Address The Mayor.

Birmingham, Ala.—City Council will be asked to adopt resolution calling for construction of viaducts over four grade crossings, besides crossings in vicinity of new union passenger station, and for combination viaduct extending from 28th to 30th streets. Address City Engineer.

Gaffney, S. C.—Cherokee County Commissioners will build steel bridge over Broad river at Staceys Ferry in Cherokee county, to consist of two spans of 165 feet each; width 16 feet; steel piers 26 feet high; E. F. Lipscomb, County Supervisor.*

Greenville, S. C.—Greenville & Knoxville Railroad will construct two steel bridges, two steel viaducts and four short tunnels on its line between Greenville and Hendersonville, N. C.; J. N. Johnston, chief engineer, Marietta, S. C.

Joplin, Mo.—City will vote on issuance of \$50,000 of bonds for construction of 3d-street viaduct. (See item under "Sewer Construction.") Address The Mayor.

Lenoir City, Tenn.—Moreland & Moses, Knoxville, Tenn., have contract to construct concrete arch across Town creek. (See item under "Road and Street Improvements.")

Meadow (P. O. Lenoir City), Tenn.—Louisville & Nashville Railroad has awarded contract to Moreland & Moses, Knoxville, Tenn., for erection of concrete subway near Meadow requiring about 3000 yards of concrete.

New Orleans, La.—Harvey Land & Improvement Co. will issue \$125,000 of bonds for extensive improvements, including construction of system of cross-canals through its property, providing proper drainage.

Shepherdstown, W. Va.—Norfolk & Western Railway, C. S. Churchill, chief engineer, Roanoke, Va., has engaged engineers to make surveys for piers for new bridge to be built across the Potomac river from Washington county, Maryland, to Jefferson county, West Virginia.

COAL MINES AND COKE OVENS

Birmingham, Ala.—Alabama-Tennessee Coal Co., incorporated with \$50,000 capital stock by W. F. Hughes of Birmingham, Luke Seawall and J. H. Weddington, both of Charlotte, N. C.

Coal City, Ala.—W. T. Brown is developing coal mines.

Coal City, Ala.—Alerson & Moore are developing coal mines.

Dante, Va.—The Clinchfield Corporation is stated to be planning the development of its extensive coal-mining properties, of which details have been mentioned previously; properties include 300,000 acres of coal lands in Southwest Virginia. John H. Winder, general manager, offices at Dante, where the company has removed its general offices from Johnson City, Tenn.

Flatonis, Texas.—City has leased to H. N. Lyon 10 acres of land for coal developments. (Recently referred to.)

Hopkins County, Ky.—Searchlight Coal Co. (main offices Lincoln, Ind.) has been organized with \$250,000 and will soon begin the development of 3000 acres of coal lands in Hopkins county and 1000 acres in Christian county, Kentucky.

Huntington, W. Va.—Altizer Coal Land Co., recently reported incorporated, has acquired 3000 acres of coal land on Buffalo Creek, Logan county; will not develop at present; president, G. R. Hefley; secretary and treasurer, F. D. Caldwell.

Middlesboro, Ky.—Kelly Coal Co. of Big Stone Gap, Va., has organized with J. W. Kelly, president; R. T. Irvine, vice-president; A. C. Carr, general manager; J. S. Wright, secretary and treasurer; company has leased 1500 acres of coal lands in Log mountain on the Chenoa branch of Louisville & Nashville Railroad and constructed side tracks, incline, tipples and tramways, being ready to make shipments. (Kelly & Irvine were recently incorrectly reported as leasing 12,000 acres of coal lands and to install two mining plants.)

Norfolk, Va.—William Lamb is about to perfect arrangements for construction of proposed coke and gas plant to be equipped with a battery of 50 coke ovens. (Lower Norfolk Coke & Gas Corporation was reported in February as being organized with \$600,000 capital stock and Mr. Lamb as president.)

Preacher, Va.—Stonoga Coke & Coal Co. is planning to construct a plant of about 350 coke ovens near Preacher; general offices at Stonoga, Va.; A. H. Reeder, general manager.

Waldensia, Tenn.—Waldensia Coal & Coke Co. is now proceeding with the development of its 2000 acres of coal land, leased last January, with mining plant, railway cars, washers, coke ovens, etc., producing domestic and steam coal from the Chicago-Tennessee Company. Waldensia company organized some months ago with C. G. Blake, president; H. C. Thompson, vice-president and general manager, and Richard Ellison, secretary-treasurer; general offices in First National Bank Building, Cincinnati, Ohio. The Manufacturers' Record referred last January to C. G. Blake as interested in the Waldensia enterprise.

COTTON GINS

Cuero, Texas.—Farmers' Gin & Mill Co., recently reported incorporated, will equip mill already erected; cost of building and equipment \$15,000; will engage in ginning and milling; managers, A. F. Trautwein and E. F. Wolters; address, Box 94.*

Ellaville, Ga.—Company has been organized, with W. D. Murray, president; A. J. Walters, secretary, and J. L. Williams, treasurer, to operate cotton ginny.

Golden, Texas.—Golden Gin & Lumber Co. incorporated with \$10,000 capital stock by Y. O. McAdams, J. C. Adrian, W. D. Watson and W. A. Smith.

Pineville, N. C.—North Carolina Oil Mills has awarded contract to E. H. Overcash, Charlotte, N. C., for erection of 80-saw cotton gin.

St. George, Ga.—Davis & Co. contemplate installing cotton gin and grist mill.

ELECTRIC-LIGHT AND POWER PLANTS

Canton, Ga.—City will vote September 21 on issuance of \$29,500 of bonds for construction of electric-light plant, etc. See item under Sewer Construction. Address The Mayor.

Dothan, Ala.—A. J. Smith is planning the organization of a corporation to build a water-power electrical plant 17 miles from Dothan. He proposes to develop water-power, generate and distribute electricity for power and lighting to Dothan and other cities. An engineer has been engaged to prepare estimates on construction of dam and other details, and estimates on electrical machinery are being secured.*

Elkins, W. Va.—Elkins Electric Railway Co. will develop water-power of the Cheat river for operating its electrical generators. Company will build 12-mile pipe line, using 14-inch pipes.

Fayetteville, Tenn.—Moley, Counter & Gaines Manufacturing Co. has awarded contract to the Nashville Concrete Co., Nashville, Tenn., at \$7000 for construction of concrete dam across Elk river at Fayetteville.

Hattiesburg, Miss.—Hattiesburg Traction Co., Hattiesburg Light & Power Co. and the Hattiesburg Gas Co. have perfected consolidation as the Hattiesburg Traction Co., and it is understood the following officers have been elected: A. F. Thomason, president; Stuart Stevens, first vice-president; H. A. Camp, second vice-president, and Z. C. Stevens, general manager. Hattiesburg Traction Co. has increased capital stock to \$500,000, which will include the capitalization of consolidated company. It is stated that a power plant will be built, furnishing electricity for public and private lighting and power for commercial purposes and street railway. (Referred to in July.)

High Point, N. C.—Carolina Valley Railway & Construction Co., Dee Allen, president, has purchased 300 acres of land on which to erect electric-power plant.

Manassas, Va.—City will construct electric-light plant, etc. Bids will be opened September 28. See item under Water-works. Address O. E. Newman.*

New Decatur, Ala.—Decatur Light, Power & Fuel Co., which supplies both Decatur and New Decatur with light and power, will expend about \$70,000 in improvements. Company was recently reported as having been purchased by R. A. Mitchell, Gadsden, Ala., and associates. H. B. Johnson is manager.

Oklahoma City, O. T.—Oklahoma Fuel, Light & Power Co. incorporated with \$500,000 capital stock by James S. Cummings, F. H. Lane, R. J. Graf, all of Chicago, Ill., and others; Dennis T. Flynn of Oklahoma City, agent.

Rutherfordton, N. C.—City will petition Council to order an election for voting on bonds for erection of electric-light plant. Address The Mayor. (See item under Water-works.)

Washington, D. C.—Electrical-power Plant. Potomac Electric-Power Co. has secured permit to erect proposed substation at 1001 Harvard street N. W., to cost about \$6500; F. B. Pyle, architect, 1003 F street N. W.; Samuel J. Prescott Company, contractor, 700 13th street N. W.

FOUNDRY AND MACHINE PLANTS

Bainbridge, Ga.—Georgia, Florida & Alabama Railway, T. G. Barney, chief engineer, is reported to build proposed shops at Bainbridge.

Baltimore, Md.—Baltimore Composite Co. incorporated with \$1,000,000 capital stock to manufacture and sell composite machines and printing appliances; incorporators, Edward J. Curran, F. J. Gillespie and Adkins Henry, 1409 Continental Trust Building.

Birmingham, Ala.—Besco Supply Co. incorporated with \$5000 capital stock to manufacture electrical instruments and machines, etc., by H. K. Bernard, E. F. McCrossin and W. P. McCrossin.

Catlettsburg, Ky.—W. A. Patton, president of the Catlettsburg Water Co., will establish pipe foundry. Building will be erected and machinery installed.

Concord, N. C.—Concord Foundry Works incorporated with \$10,000 capital stock to take over the machine works of Blume Bros. by James C. Blume, W. R. Johnson, D. B. Porter and others. Mr. Johnson will be secretary-treasurer and Mr. Blume general manager.

Dallas, Texas.—Western Motor Car Co. incorporated with \$5000 capital stock by F. S. Thompson, J. B. Seeger, A. L. Hundley and others.

Dallas, Texas.—Hardwick Foundry & Machinery Co. will erect one-story frame building 80x140 feet at a cost of \$3000, to be used for pattern department.

Daytons, Fla.—S. B. Green will erect automobile and repair shop; one-story; 30x50 feet; contractors, L. Z. Burdick and A. Van de Vord.

El Paso, Texas.—Waterman Car Wheel & Foundry Co., J. J. Settegast, Jr., president, Houston, Texas, will establish branch car-wheel foundry in El Paso.

Houston, Texas.—Fred B. Ward, Southern Armature Works, Chattanooga, Tenn., is planning erection of plant in Houston for repairing generators and motors, rewinding, reshafting and rebuilding of armature and manufacturing armature, field and magnet coils for all types of electrical equipment.

Lynchburg, Va.—Glamorgan Pipe & Foundry Co. has secured permit to erect brick and concrete addition to foundry building costing \$4800 and for steel and iron sheds, with iron roof, costing \$1500.

Manchester (not a postoffice), Ga.—Atlanta, Birmingham & Atlantic Railroad is understood to have fully decided to build repair shops and roundhouses at Manchester, a new town, besides providing other facilities, including office building and passenger station, for division headquarters; George D. Wadley, general manager, and Alexander Bonneyman, chief engineer, both of Atlanta, Ga.; C. L. Dimon, assistant to president, 32 Broadway, New York.

Meridian, Miss.—Mobile & Ohio Railroad Co. has awarded contract to Jett Bros. Contracting Co., Mobile, Ala., for construction of 17-stall roundhouse, machine shop and office building, to cost about \$30,000. (Referred to July 4.)

Newport, Ky.—Higgin Manufacturing Co., manufacturer of metal-frame windowscreens and carriage trimmings, will increase its present floor space about 25 per cent. by erection of addition to plant; 87x67 feet; three stories and basement.

Rockingham, N. C.—Rockingham Motor Co. incorporated with \$10,000 capital stock by W. N. Everett, John L. Everett, A. S. Dockery, Claude Gore and others.

Springfield, Mo.—St. Louis & San Francisco Railroad is proceeding with construction of proposed car and locomotive shops, concentrating at Springfield all car building and repairing; structures will be completed by March 1. Buildings will include machinery and erecting shop, 566x173 feet; erecting forge shop, 245x102 feet; boiler and tank shop, 344x117 feet; coach shop, 303x207 feet; paint shop, 183x182 feet, and power-house, 117x160 feet. An 80-foot transfer table will be installed, with a 1338-foot runway, operated by third-rail electric system; running capacity, 800 feet per minute. Erecting shop will contain 25 pits, and capacity may be increased at any time 300 per cent. In erecting bay will be a 100-ton and 15-ton crane, and in heavy-machinery bay 10-ton crane. Boiler shop will be equipped with 30 and 10-ton cranes, and six boilers with combined 2400 horse-power. Stack of structure will be constructed of reinforced concrete, 200 feet high, with an inside diameter of 10 feet. For transferring machinery, material and cars from building to building will be a 10-ton crane in the open, to have a 70-foot span and operate on a 700-foot runway. Foundations of all buildings will be of reinforced concrete, and are nearing completion. Storehouse will be constructed of reinforced concrete, and all other structures of steel and brick. Electricity will be used for power. Plant is the property of the Frisco Car & Engine Co., controlled by the St. Louis & San Francisco Railroad. About 600 men will be employed. Contract has been awarded to the Arnold Company, 181 LaSalle street, Chicago, Ill. (Recently mentioned.)

St. Louis, Mo.—Cowell Core Drill Co. incorporated with \$60,000 capital stock by Jas. C. Sefton and Charles W. Cowell, both of Pacific, Mo., and Bruce Starke of St. Louis to manufacture mining and quarrying drills and tools.

Tampa, Fla.—Tampa Foundry & Machine Co., recently noted to have increased capital stock, is installing additional machines, including angle shear, four-foot radial drill, 24-inch lathe and 36-inch crank shaper; also three air drills and pneumatic chipping hammer. This machinery has been purchased.

ICE AND COLD-STORAGE PLANTS

Argenta, Ark.—Argenta Ice & Cold Storage Co. is being organized with \$75,000 capital stock to establish ice and cold-storage plant; daily capacity 75 tons. George White is president and U. S. Goodwin manager.

Centerville, Tenn.—Centerville Ice Co., recently mentioned, has applied for charter; will establish six-ton ice plant, with bottling works attached; cost \$10,000.*

Decatur, Texas.—Claude Lewis will establish ice plant.

Fort Smith, Ark.—S. Calderera and associates will erect combined cold-storage plant and packing-house. Structure will probably be two stories high, of brick and stone construction. Complete ice plant will also be installed to supply ice for refrigerator cars during fruit and berry season.

Moore, Texas.—Henry Schoenfeld, 1325 Roosevelt avenue, San Antonio, Texas, will erect cold-storage building; 30x60 feet; architect, R. L. Pierce, San Antonio, Texas.

Oak Cliff, Texas.—Cliff Ice & Cold Storage Co. incorporated with \$30,000 capital stock by Johnson Hale, Henry Boedecker and F. A. Mohrhardt, all of Dallas, Texas; purchased three acres of land and is drilling an artesian well. Plans are being prepared for erection of brick building, 140x61 feet, two stories high, in rear, to be equipped with ice and cold-storage machinery, all of which has been ordered.

Sanford, Fla.—Forest Lake will erect ice and cold-storage plant with 1000 tons capacity.

IRON AND STEEL PLANTS

Norfolk, Va.—Edward S. Cramp and Geo. W. Norris of Edward B. Smith & Co., 511 Chestnut street, Philadelphia, Pa., referred to recently in connection with proposed shipbuilding plant, will build a modern dry-dock and repair shop on the Norfolk waterfront. They have not determined all the details and are not prepared to state any further particulars at this time.

LUMBER-MANUFACTURING PLANTS

Ashboro, N. C.—C. C. McAllister and others contemplate establishment of woodworking plant at a North Carolina point; location not yet stated; plant to include planing mill and sash, door and blind factory.*

Asheville, N. C.—Philip B. Heintz, Boston, Mass., reported to have purchased, probably for development, 10,000 acres of timber lands; purchase price, \$68,820.

Birmingham, Ala.—Claud L. Nabers Lumber Co. incorporated with \$10,000 capital stock; Claud L. Nabers, president and treasurer; S. L. Nabers, vice-president, and M. C. Wilmath, secretary.

Bolton, N. C.—Waccamaw Land & Lumber Co., Wilmington, N. C., owning 210,000 acres of timber land near Bolton, is preparing to develop its property; will build lumber mill equipped with two band saws and a gang or resaw, with daily capacity of 150,000 feet; planing mill; drykline; shingle mill; machine and blacksmith shop, 40x90 feet; 30,000-gallon tank and 500,000-gallon reservoir in connection with system of water-works, water supply to be obtained from a well with daily capacity of 500,000 gallons; two-story office building; 40-room hotel; cottages; 15 miles of railroad.

Chester, Texas.—Kirby Lumber Co., Houston, Texas, is reported to build sawmill on the Burra Ferry, Brownell & Chester Railroad, now in course of construction; daily capacity of 175,000 feet and be a companion mill to new plant recently reported to be built at Brownell.

Clear Run, N. C.—Clear Run Lumber Co., recently reported incorporated with \$50,000 capital stock, will erect plant with daily capacity of 50,000 feet for manufacturing flooring, ceiling, laths, molding, etc.; R. F. Rankin, Mt. Holly, N. C., president.

Cornell, Fla.—Northern & Southern Company will rebuild sawmill recently reported burned; cost, with equipment, \$10,000; character of building not decided; product, yellow pine lumber; engineer, W. T. Hyde; managers, E. C. Welsh and M. J. Roess.

Cornerstone, Ark.—Cypress Lumber Co., recently reported incorporated, will establish plant for the production of cypress lumber; daily capacity, 10,000 feet; buildings 20x30, 12x18 and 12x12 feet will be erected; president, J. W. Rowland; vice-president, John W. Webster; secretary, W. A. Murray; manager, R. S. Finney.

Cranberry, N. C.—Galloway-Peace Lumber Co., Bristol, Tenn., has purchased 1300 acres of timber land near Cranberry, estimated to cut about 10,000,000 feet of lumber.

Eagle Rock, N. C.—Eagle Rock Manufac-

turing Co. incorporated with \$25,000 capital stock to operate saw and planing mills; Eli T. Scarboro, president and general manager; Herbert G. Scarboro, vice-president, and George Martin, secretary-treasurer.

Evenwood, W. Va.—Meadow River Lumber Co. contemplates erection of double band mill in connection with development of 28,000 acres of timber land owned by company on Meadow river, in Fayette, Greenbrier and Nicholas counties.

Farmers' Ky.—Licking River Lumber Co., recently noted to have been purchased by Page Lumber Co. of Ashland, Ky., will continue the production of hardwood; capacity, 50,000 feet daily; president, F. G. Eberhart, Jr., Mishawaka, Ind.; vice-president, N. Goodman, Ironton, Ohio; secretary and treasurer, R. G. Page, Ashland, Ky.*

Farmers, Ky.—Pischel Lumber Co. incorporated with \$10,000 capital stock by F. J. Pischel of Farmers, R. H. Lanyon and M. M. Snow, Chicago, Ill.

Forest, Texas.—Reported that Messrs. Durham & McWhirter will erect sawmill and planer near Forest with daily capacity of about 20,000 feet.

Fort Smith, Ark.—American Veneer Co., organized with \$35,000 capital stock, has purchased three acres of land on which to erect three buildings, to be equipped at first for manufacturing only gum veneers, but later for oak and all kinds of stock. Joseph Strand is president and C. B. Hughes secretary-treasurer. (Referred to August 1.)

Fort Smith, Ark.—Van Buren Logging Co., recently reported incorporated, will install machinery for logging; cost \$2000; capacity, 50,000 feet daily; engineer, Henry Nation.

Gladys, Va.—Oakes Lumber Co., recently reported incorporated, will establish plant for the production of pine, oak and poplar lumber; capacity, 25,000 to 30,000 feet daily; building 60x100 feet will be erected; plans for building were prepared by J. L. Brooks, manager; machinery purchased.

Greenwood, Miss.—W. A. Burkhalter will install machinery for manufacturing porch columns and other turned woodwork. He has power, but has not bought woodworking machinery.*

Harrison County, Miss.—W. T. Ferguson Lumber Co., St. Louis, Mo., has about completed the purchase of the J. E. North Lumber Co.'s properties in Harrison county, including 70,000 acres of timber land, sawmill, electric-light plant, complete logging outfit, probably 5,000,000 feet of manufactured lumber, railroad over 60 miles long, etc. About \$4,500,000 is involved. The W. T. Ferguson Lumber Co. is known in Arkansas and Louisiana, where it has large holdings, as the William Buchanan Lumber Co. W. T. Ferguson is president and Thomas C. Whitmarsh general manager, both of St. Louis.

Hattiesburg, Miss.—Armbricht-Tompkins Lumber Co. incorporated with \$10,000 capital stock by J. C. Tompkins and C. H. Armbricht of Hattiesburg and E. H. Stone, Pittsburg, Pa.

Jamesville, N. C.—Boyle Manufacturing Co. incorporated with \$30,000 capital stock to conduct a general lumber and milling enterprise by William H. Stalling and John F. Hardison, both of Jamesville, and John B. Boyle of Hamilton, N. C.

Jennings, La.—Houssiere Lumber Co., recently reported organized to develop timber lands, has purchased tracts of pine, oak, gum, cypress and other woods and is acquiring other tracts; sawmill is being erected; capacity to be 30,000 feet per day; planers, matchers and shingle machines will be installed, and are not yet purchased.

Jennings, W. Va.—Perley & Crockett Lumber Co. incorporated with \$225,000 capital stock by T. F. Lundy and C. D. Ewing of Jennings, A. P. Perley and W. H. Crockett, Williamsport, W. Va., and others.

Louisville, Ky.—Ohio Stave & Timber Co. incorporated with \$80,000 capital stock by A. Herb of Louisville, Christian Schott and I. Elsbach, both of Cincinnati, Ohio, and E. A. Herb, New York, N. Y. (Mentioned last week without proper addresses of incorporators.)

Melville, La.—Labarre-Riggs Company, Ltd., organized with \$100,000 capital stock to develop 10,500 acres of timber land near Melville. After timber has been cut land will be used for cotton cultivation; G. J. Labarre, Paincourtville, La., president; Mr. Craighead, vice-president, and R. Lee Riggs, treasurer, both of Patterson, La.; offices in New Orleans.

Mobile, Ala.—Wright Lumber Co. incorporated with \$10,000 capital stock; M. W. Wright, president; T. G. McGonigal, vice-president; A. C. Denby, secretary, and O. D. Van Note, Escatawpa, Ala., treasurer.

Richmond, Va.—Westmoreland Lumber

Corporation incorporated with \$900,000 capital stock; W. W. Dillard, president; J. P. Leary, vice-president; C. A. Peple, treasurer, and James Mullen, secretary.

Rutledge, Tenn.—Timber Development—J. B. Smith, manufacturer of Tennessee hardwoods, Knoxville, Tenn. (mills at Rutledge), will begin development of timber land in Grainger county about September 1. Tract contains yellow pine, yellow poplar and hardwoods.

San Antonio, Texas.—Bush Bros. Lumber & Milling Co. incorporated with \$25,000 capital stock by Forrest Moore, C. L. Bush, Asher Bush and others.

Saratoga, Texas.—John R. Cheek has purchased about 3000 acres timber land in Hardin county, has acquired stock of Saratoga Spoke & Handle Manufacturing Co. and is changing plant of this company to pine sawmill; capacity to be about 20,000 feet short straw pine per day; will make specialty of heavy timbers. (Mentioned August 15.)

Shreveport, La.—D. C. Richardson has purchased property of the Lena Sawmill Co., Ltd., consisting of 7,000,000 feet of timber, sawmill with daily capacity of 50,000 feet, four miles of steel logging road, etc.; purchase price, \$250,000.

Trinity, Texas.—J. M. Thompson Lumber Co. will erect sawmill for the production of yellow-pine lumber; daily capacity, 100,000 feet; manager, H. H. Thompson. (Referred to August 15.)

Undine, Ga.—Adabelle Trading Co., Dr. J. E. Donehoo, president, Adabelle, Ga., will clear and cultivate 5000 acres of timber land in Tattnall county.

Wilmington, N. C.—Newberlin Lumber Co. incorporated with \$50,000 capital stock by S. Mitchell, W. T. Sears and S. M. Loyd.

Winnfield, La.—Michigan capitalists have purchased a tract of hardwood land near Winnfield and will establish hardwood mill and finishing plant. C. E. Freed is in charge.

MINING

Bauxite, Ark.—Illinois capitalists have purchased 500 acres of land near Bauxite at about \$10,000 and will soon begin the development of bauxite deposits. T. J. Henry will be in charge.

Bellevue, Tenn.—Cumberland Valley Phosphate Co. incorporated with \$60,000 capital stock by J. J. Roach, W. R. Roach, George W. Blair, H. B. Alexander and A. W. McClure, all of Nashville, Tenn., to develop phosphate deposits near Bellevue. (Messrs. Roach and associates were reported in July as being interested in the development of phosphate deposits.)

Carthage, Tenn.—T. P. Bridges, T. B. Read and J. C. Davis, all of Carthage; T. M. Steger and Lytton Taylor of Nashville, Tenn., have organized company to develop phosphate deposits.

Cumberland, Md.—Maryland Copper Mining & Milling Co., recently reported incorporated with \$10,000 capital stock, has elected H. J. Willis president, F. M. Parrish vice-president and John J. Bier secretary-treasurer.

Decatur County, Tenn.—J. G. Martin, New York, N. Y., is reported as to develop phosphate deposits in Decatur county.

Fredericksburg, Va.—Richmond, Fredericksburg & Potomac Railroad, W. H. White, president, Richmond, Va., has purchased from E. N. Agan gravel deposits on 160 acres of land in Spotsylvania county. Mr. Agan reserves timber rights.

Jacksonville, Fla.—Medulla Phosphate Co. incorporated with \$500,000 capital stock to mine phosphate and manufacture fertilizers by William H. Nichols and Sanford H. Steele, 25 Broad street; Frederick W. White, 92 William street, all of New York city.

Joplin, Mo.—Florence Lead & Zinc Co. incorporated with \$10,000 capital stock by J. W. McClenahan, J. C. Lane and A. W. Thurman.

Joplin, Mo.—Dr. F. L. Anderson and associates will develop zinc-ore deposits.

Martinsburg, W. Va.—William McDowell and H. Phelps will develop sand mines.

McAlester, I. T.—O. J. Bickling and P. F. Sutton reported to develop deposits.

Nashville, Tenn.—Harpeth Valley Phosphate Co. incorporated, with N. E. Morris, general manager, to develop phosphate deposits.

Nashville, Tenn.—Dr. L. G. Noel and Charles Kuhn have discovered and will develop phosphate deposits near Buena Vista Springs.

Ozona, Texas.—John Young of Ozona and others of San Antonio, Texas, have secured 480 acres of land containing marble in Brewster county; will establish quarries; stock company has been formed with capital

of \$1,000,000; machinery is being purchased; 12 miles of railroad will be built to connect with Southern Pacific Railway and Kansas City, Mexico & Orient Railway at Palsano Pass. (Option on land and prospective development were noted in February.)

Penters Bluff, Ark.—Virginia-Carolina Chemical Co., Richmond, Va., has purchased through George H. Tucker, trustee and manager of its Western division, 700 acres of phosphate land near Penters Bluff and it is understood that mining operations will soon be begun.

Pulaski, Tenn.—American Phosphate Co. organized to develop phosphate mines; president, H. Meadows; vice-president, J. H. Ragsdale; secretary, O. L. Dortch; engineer, H. D. Ruhm, Mt. Pleasant, Tenn. Buildings will be erected and equipped at cost of \$15,000; capacity of plant, 15 tons per day dry phosphate; machinery purchased.

Salem, Ky.—Kentucky Mining Co. incorporated with \$50,000 capital stock by J. B. Pierce, J. A. Pierce, J. O. Pierce and W. A. Pierce.

St. Louis, Mo.—Eldson Mining & Milling Co. incorporated with \$40,000 capital stock by Jesse T. Baker, T. A. Martin, Walter A. Eldson and others.

Sweetwater, Tenn.—J. F. Snell has secured an option on 160 acres of land at Fork Creek, near Sweetwater, on which he has discovered lead-ore deposits.

MISCELLANEOUS ENTERPRISES

Asheville, N. C.—Dairy.—Asheville Pure Milk Co., recently reported incorporated, will engage in the sale of dairy products. Equipment for present need has been purchased; will not erect building at present; manager, Rex U. Brown; secretary and treasurer, R. P. Johnston.

Atlanta, Ga.—Oil-storage Tanks.—Gulf Refining Co. of Beaumont, Texas, and Pittsburg, Pa., has purchased a tract of land near Atlanta with a frontage of 1000 feet on the Central of Georgia Railway tracks on which to erect 10 storage tanks with a probable capacity of 250,000 gallons, investing about \$50,000. Oil will be shipped from wells in Indian Territory. Company also intends to erect similar but smaller delivery tanks at Macon, Augusta, Savannah, Columbus, Athens and other Georgia cities; R. N. Reed of Atlanta, Southern sales manager.

Atlanta, Ga.—Chemical Laboratory.—Picard-Law Company incorporated with \$50,000 capital stock by D. C. Picard and Thomas C. Law to operate chemical laboratories.

Atlanta, Ga.—Bolts and Track Supplies.—Atlanta Bolt Co. incorporated with \$6000 capital stock to deal in bolts, nuts and track supplies by Stanley Wimbish and A. E. Euberg.

Atlanta, Ga.—Tanners' Supplies.—Southern Tanners' Supply Co. incorporated by W. B. Estes, B. W. Brown, A. C. Lyon and others.

Attalla, Ala.—Grain Mill.—Attalla Milling Co. will erect grain mill with daily capacity of about 2000 bushels of meal. Plant will be operated by electric power generated by water on Wills creek. Enterprise will be subsidiary to the Etowah Light & Power Co.

Baltimore, Md.—Chocolate Factory.—Guth Chocolate Co., 324 North Charles street, will meet September 21 to increase its capital stock from \$250,000 to \$1,000,000.

Baltimore, Md.—Real Estate.—Equitable Realty Co. incorporated with \$5000 capital stock by A. Lee Cook, 1628 North Broadway; Jerome G. Daneker, 1623 North Caroline street; Ernest H. Clark and others.

Bartow, Fla.—Camphor Farm.—L. Walter Weed, representing a company organized in Washington, D. C., has secured 640 acres of land near Lake Garfield on which to plant camphor trees, with the design of producing gum camphor in marketable quantities. About 30 acres are now being cleared and prepared for planting about 3000 trees, this being in charge of J. B. Pylant.

Beaumont, Texas.—Oil Wells.—Stella Oil Co. incorporated with \$5000 capital stock by J. R. Caston, H. J. Halliday and D. M. Caffall.

Beaumont, Texas.—Oil-transporting Company.—Gulf Coast Navigation Co. incorporated with \$15,000 capital stock by C. L. Wallis, L. B. Pipkin and L. C. Donnelley to transport oil, mainly along Gulf-coast points between Tampa, Fla., and Point Isabel, Texas.

Bedford City, Va.—Stock Farm.—Virginia Stock Farm Co. incorporated with \$100,000 capital stock by J. E. Hall, J. L. Campbell and H. G. Burks.

Belton, Texas.—Publishing.—Democrat Publishing Co. incorporated with \$4000 capital stock by S. M. Ray, T. W. Cockran, George W. Tyler and others.

Bengles, Md.—Land Improvement.—George B. Willis, Francis T. Homer, offices at 213 Courtland street, Baltimore, Md., and associates have purchased 822 acres of land near Bengles. It is proposed to divide portion of the property into farms of about 20 acres each, erect dwellings and piers and operate line of motor boats between Bengles and Baltimore.

Birmingham, Ala.—Land Improvement.—Laurel Hill Investment Co. incorporated with \$10,000 capital stock by S. M. Bradley and T. M. Bradley, both of Birmingham, and W. E. Winstead, Franklin, Tenn.

Boca Grande, Fla.—Docks.—Charlotte Harbor & Northern Railway will erect docks and install machinery for handling phosphate rock, lumber and other material; G. S. Bruce, chief engineer, Hull, Fla.

Brunswick, Ga.—Dredging.—Bids for dredging the harbor at Brunswick have been opened and the following contractors submitted lowest bids, which were forwarded to Washington for approval with recommendations of Colonel Kingman, engineer in charge of the Savannah district: Lot No. 1, calling for the removal of 520,000 square yards of material, P. Sanford Ross, Jersey City, N. J., at 14.8 cents per square yard, or \$85,280 for entire work; Lot No. 2, removal of 230,000 square yards of material, Coastwise Dredging Co., Norfolk, Va., at 1 1/2 cents per cubic yard, or \$37,950 for entire work, and Lot No. 3, removal of 1,500,000 yards, Coastwise Dredging Co., Norfolk, Va., at 23 cents, or \$345,000 for entire work. By removal of this material it is contemplated to make the channel at Brunswick, throughout entire harbor, 30 feet in depth at mean high tide, averaging 23 feet at mean low tide.

Center Point, W. Va.—Oil and Gas Wells.—Elkhorn Oil & Gas Co. incorporated with \$15,000 capital stock by C. E. Baker, Ozias Wise, E. R. Tate and others.

Centerville, Tenn.—Bottling Works.—Centerville Ice Co., recently mentioned, has applied for charter and will establish bottling works in connection with ice plant; will bottle soft drinks; cost of plant, \$10,000.

Cooperton, O. T.—Creamery.—Cooperton Creamery Co. incorporated with \$7500 capital stock by D. B. Young, S. R. Sprangler and H. Carleton.

Dallas, Texas.—Land Improvement.—Greenville Development Co. incorporated with \$10,000 capital stock by A. R. Hann, J. S. Kendall, Jr., Lawrence Miller and others.

Dallas, Texas.—Oil Wells.—The Texas Company has secured permit to erect stone-and-brick office building, warehouse, coopeage section, pump-house and a number of tanks with capacity of several thousand gallons each. Work is to be done by day labor in charge of S. Wimmert, company's engineer.

De Witt, Va.—Telephone System.—Dinwiddie County Telephone Co. organized with \$15,000 capital stock. W. M. Sterns is president, Dr. B. C. Jones vice-president, A. J. Sutherland secretary and J. E. Young treasurer.

Donaldsonville, La.—Atchafalaya Basin Levee Board has voted to issue \$340,000 of bonds for construction of locks. Lafourche Levee Board and Atchafalaya Levee Board were reported in May as re-advertising for bids for construction of lock and approaches at head of Bayou Lafourche, La., estimated to cost about \$250,000; J. S. Brady, chairman executive committee, joint organization.

Elk City, O. T.—Publishing.—Beckham Country Publishing Co. incorporated by C. S. Gilkerson, George L. Winn and others.

Farmington, Mo.—Publishing.—Farmington News Printing Co. incorporated with \$15,000 capital stock by Harry Denman, Clint Denman, Lou Denman and Minnie Denman.

Grafton, W. Va.—Publishing.—Republican Publishing Co. incorporated with \$20,000 capital stock by G. A. Bolden, D. Grant Smith, Charles A. Sinuel and others.

Granger, Texas.—Cottonseed-oil Mill.—Granger Oil Mill incorporated with \$10,000 capital stock by Wes Davis, W. L. Davis and W. T. Dixon.

Humble, Texas.—Oil Wells.—The American Company incorporated with \$3200 capital stock by E. H. Cunningham, D. P. Cunningham and George M. Sowden.

Jackson, Miss.—Publishing.—Mississippi Publishing Co. will be incorporated with \$50,000 capital stock by J. W. Church, Garard Harris and H. E. Blakeslee.

Jacksonville, Fla.—Land Improvement.—Trout Creek Development Co. incorporated with \$75,000 capital stock. D. H. McMillan is president, Joseph Zapf vice-president and Leyden Haynes secretary-treasurer.

Joplin, Mo.—Paint and Paper.—Wilson-Shepherd Paint & Paper Co. incorporated with \$25,000 capital stock by Edward L. Shepherd, Robert A. Wilson and A. A. Wilson.

Lawton, O. T.—Publishing.—Goodner Book & Stationery Co. incorporated with \$8000 capital stock by Orlando O. Kirkham, Eva G. Kirkham, Ora G. Hornaday and Wallace Hornaday.

Lenoir, N. C.—Hardware.—Lenoir Hardware Co. incorporated with \$125,000 capital stock by T. B. Lenoir, W. J. Lenoir, J. W. Tolbert, W. W. McGowan and others.

Lexington, Mo.—Ferry Company.—Lafayette County Ferry Co. incorporated with \$3000 capital stock by Tilton Davis, Jr., H. C. Ferrill and Charles Delap.

Lexington, Ky.—Brock & Beard Company incorporated with \$15,000 capital stock by W. R. and L. B. Brock and J. W. Beard.

Logan, O. T.—Telephone System.—Logan Telephone Co. incorporated with \$5000 capital stock to construct telephone system by Frank Wentworth, John Thompson and Thomas Smith.

Lynchburg, Va.—Hardware.—Bailey-Spencer Hardware Co. incorporated with \$50,000 capital stock. J. W. Bailey is president and W. S. Bell secretary-treasurer.

Manchester (not a postoffice), Ga.—Town Development.—Manchester Development Co. of Lagrange, Ga., has announced plans for building its proposed town—Manchester—at the junction of the Atlanta, Birmingham & Atlantic Railroad, in Meriwether county, where one track leads to Birmingham, one to Atlanta and one to Brunswick. Company has purchased 1000 acres of land, which will be laid off by engineers as a manufacturing and general industrial city, various manufacturing enterprises being already under negotiation. George D. Wadley of Atlanta, Ga., is president, Alexander Bonnyman of Atlanta vice-president, J. A. Perry secretary and Fuller E. Callaway treasurer, both of Lagrange, Ga.; general offices at Lagrange; special sales offices at 1527 Candler Building, Atlanta, Ga. (Company previously referred to as organized, etc.)

Maramec, O. T.—Cotton Company.—R. C. Jones Cotton Co. incorporated with \$25,000 capital stock by R. C. Jones of Maramec, S. A. Bryant, Jr., and M. T. Bryant, both of Cleveland, O. T.

Marshall, Va.—Land Improvement.—Marshall Improvement Co. incorporated with \$50,000 capital stock by G. J. Russell (vice-president), H. L. Foley (treasurer) and L. Harroll.

New Orleans, La.—Building Materials.—Atkinson, Blake & Co. incorporated with \$15,000 capital stock to deal in composition and galvanized iron roofing, bricks, sand, cement and other building materials; William B. Atkinson, president; Willard S. Greenfield, vice-president, and Robert A. Blake, secretary-treasurer.

Norfolk, Va.—Contracting.—E. K. Wilson Corporation incorporated with \$10,000 capital stock by E. K. Wilson (president and treasurer), S. D. Coley and W. S. Dunford to undertake contracting.

Norfolk, Va.—Grading.—Charles McDermott Construction Co., Washington, D. C., has sublet contract to the Atlantic Engineering & Construction Co. for terminal grade work of the Virginian Railway at Sewells Point; contract amounts to about \$60,000; work has begun. (Recently mentioned.)

Norfolk, Va.—Coastwise Dredging Co. has been awarded contract at 7 3/10 cents per cubic yard for dredging the channel from Sewell's Point to Norfolk to a depth of 30 feet at low tide. An appropriation of \$1,000,000 is available. Work involves the removal of about 7,600,000 yards of soft mud, sand and clay, and it is estimated that total cost will be about \$600,000. (Referred to in July.)

Opelousas, La.—Publishing.—Courier Printing Co., Ltd., incorporated with \$15,000 capital stock by J. B. Sandoz, W. C. Perrault, John W. Lewis and others.

Petersburg, Va.—Publishing.—Brandon Book Co. incorporated with \$25,000 capital stock. F. H. Plummer of Petersburg is president, W. H. Budd vice-president and R. O. Bell secretary-treasurer, both of Richmond, Va.

Pine Bluff, Ark.—Cannery.—J. A. Holmes is promoting the establishment of canning factory; capital stock \$5700.

Port Arthur, Texas.—Cotton Compress.—Kansas City Southern Railway, A. F. Rust, resident engineer, Kansas City, Mo., is reported to build cotton compress at the Port Arthur docks, where extensive improvements are being undertaken, including construction of elevator slip 400 feet long, 165 feet wide and 25 feet deep; cotton shed, extending full length of slip and 80 feet wide, etc. Some months ago \$200,000 was voted for the betterments. (Referred to in May.)

Richmond, Va.—Transfer and Storage Company.—Bowman Transfer & Storage Warehouse Co. incorporated with \$50,000 capital

stock. S. H. Bowman is president and general manager, M. S. Bowman vice-president, Philadelphia, Pa., and J. C. Bowman secretary-treasurer; offices at 808 East Main street.

Ridgedale, Tenn.—Laundry.—Standard Steam Laundry incorporated with \$6000 capital stock by George A. Prentice, L. John, L. J. A. and G. L. Miller, all of Chattanooga, Tenn.

Rogers, Ark.—Fruit and Nut Produce.—Teasdale Fruit & Nut Produce Co. incorporated with A. S. Teasdale, president; W. L. Marsh, vice-president; A. S. Teasdale, Jr., secretary, and John Teasdale, treasurer.

Seneca, S. C.—Steam Laundry.—T. M. Street, Seneca, S. C., is interested in plans for establishing a steam laundry; machinery has not been purchased.

Shallotte, N. C.—Oyster Cannery.—A. B. Riffin & Co., Marshallberg, N. C., will establish oyster cannery at Shallotte, investing about \$18,000.

Shreveport, La.—Oil Wells.—Mooringsport Oil Co. has been organized to develop oil wells in the Caddo field. H. E. Smith will be president, at present of Marietta, Ohio; after September 1 will have offices in Shreveport.

St. Louis, Mo.—Engineering.—Luce Engineering Co. incorporated with \$35,000 capital stock by Peter B. Gibson, Robert Funkhouser, Herbert R. Maratt and George S. Johnson.

St. Louis, Mo.—Paving Contracting.—John Paul Granitold Co. incorporated with \$4000 capital stock by John Paul, Ida A. Paul and William J. Paul.

St. Louis, Mo.—Hardware.—Manchester Hardware Co. incorporated with \$5000 capital stock by Stephen W. J. Godfrey, Patrick Godfrey and Thomas Lawless.

Stuart, Va.—Orchard.—Rangeley Orchard Co. incorporated with \$30,000 capital stock; J. W. Woods, Roanoke, Va., president; J. H. Rangeley of Stuart, vice president and treasurer, and D. M. Taylor, Roanoke, Va., secretary.

Tampa, Fla.—Fishing.—O. R. Bascom and associates have organized company with \$10,000 capital stock for fresh-water fishing in Lake Okeechobee. Company will maintain a fleet of four 20-ton boats.

Tazewell, Tenn.—Ginseng Cultivation.—R. F. Carr Ginseng Co. incorporated with \$14,000 capital stock by R. F. Carr, W. H. Carr, E. Overton, Jr., D. C. Minton and others.

Venus, Texas.—Telephone System.—Venus Telephone Co. has been organized with A. D. Frost, president; A. J. Florey, vice-president; John W. Bassett, secretary, and C. L. Parker, treasurer.

Wadley, Ga.—Cottonseed-oil Mill.—Wadley Cotton Oil Mill Co. has been organized.

MISCELLANEOUS MANUFACTURING PLANTS

Baltimore, Md.—Distillery.—Hayner Distilling Co., Toledo, Ohio, is considering the establishment of a distilling plant.

Baltimore, Md.—Chemicals.—Henry Kornman Company incorporated with \$25,000 capital stock to manufacture elixirs, extracts, pills, chemicals, etc., by Henry Kornman, 216 South Register street; Harry F. Lindeman, Frederick W. Schanze and others.

Baltimore, Md.—Licorice Plant.—Estimates have been submitted for the erection of proposed structures at Boston and Elliott streets for J. S. Young Company. Building to be three stories, 50.8x219 feet; alternate bids for structure 150 feet; storage plant also to be erected; Charles M. Anderson, architect, 324 North Charles street.

Beaumont, Texas.—Gas Works.—Beaumont Gas Co. has awarded contract to J. C. Herkenkind for erection of gas works building to replace plant recently reported burned at a loss of \$20,000. Building will be constructed of concrete building blocks and cost about \$8000.

Beaumont, Texas.—Western Naval Stores Co. will be incorporated with \$100,000 capital stock by the Gillean-Vizard Company, New Orleans, La., and others, to establish turpentine plant. Company has acquired 30,000 acres of timber land in Jasper and Angelina counties and will install 40-barrel still. Patent process will be used for cupping trees instead of former method of boxing. The Gillean-Vizard Company, L. P. Landis of Beaumont, president, was recently reported to install turpentine plant.

Birmingham, Ala.—Manufacturing.—Hardie-Tynes Manufacturing Co. will issue \$100,000 of bonds and make improvements to plant.

Birmingham, Ala.—Overall Factory.—Birmingham Textile Products Co. will soon be incorporated with \$100,000 capital stock to

establish overall factory; Lewis Cohen, Meridian, Miss., president; John L. Armstrong of Birmingham, vice-president, and A. L. Cohen, Meridian, Miss., secretary.

Birmingham, Ala.—Manufacturing.—Acme Canopy Co. incorporated with \$20,000 capital stock by George L. Lindsay, George A. Williams and E. L. Williams to manufacture mosquito bars.

Blacksburg, S. C.—Brick Plants.—W. T. Brasington, Wadesboro, N. C., will establish brick plants near Blacksburg and Camden, S. C., manufacturing 60,000 brick daily. Southern Power Co., Charlotte, N. C., has contracted to take entire output of both plants.

Blanton, Miss.—Tramway Manufacturing.—Steele's Bayou Tramway & Manufacturing Co. incorporated with \$30,000 capital stock by J. R. Connelly, C. E. Sims and others.

Bowman, S. C.—Gas Plant.—Town will install acetylene-gas plant for town lighting. D. E. Wanamaker is superintendent and C. Sanders engineer.

Bridgeport, W. Va.—Lamp-chimney Manufacturing.—Bridgeport Lamp Chimney Co. incorporated with \$10,000 capital stock by John Dunkin, J. F. Whelan, G. B. Late and M. L. Dunkin.

Camden, S. C.—Brick Plant.—W. T. Brasington, Wadesboro, N. C., will establish brick plant. (See item under Blacksburg.)

Charleston, S. C.—Paint and Roofing Manufacturing.—Southern Gibraltar Paint & Roofing Co. incorporated with \$25,000 to establish plant for manufacturing roof paint and roofing.

Corsicana, Texas.—Broom Factory.—J. F. Larrison, Vernon, Texas, will erect broom factory in Corsicana.

Dallas, Texas.—Packing Plant.—Armstrong Packing Co. will rebuild lard refinery recently reported burned; cost of building and machinery not yet estimated; plant produces packing-house products, refines cotton oil and manufactures laundry soap; J. A. Armstrong, president.

Dallas, Texas.—Burial Vault.—Egyptian Vault Co. incorporated with \$15,000 capital stock to manufacture burial vaults by George W. Loudermilk, E. W. Rose and J. S. Turley.

Dublin, Texas.—Mill and Elevator.—Dublin Mill & Elevator Co. incorporated with \$100,000 capital stock by H. M. Wieser and F. A. Wieser of Dublin, V. F. Wieser and J. F. Wieser, Hico, Texas.

Fort Worth, Texas.—Furniture and Mattress Plant.—Fort Worth Manufacturing Co., recently reported incorporated, will establish plant for the manufacture of furniture, cots, springs and mattresses; cost of buildings and equipment, \$15,000; manager, W. E. Austin; secretary-treasurer, J. R. Boyd.

Fort Worth, Texas.—Saddle and Collar Factory.—T. R. James & Son will rebuild tannery, collar shop and boiler-rooms, recently burned at a loss of about \$30,000.

Gadsden, Ala.—Gas Plant.—Tri-City Gas Co., Henry C. Higgins, Dixon, Ill., president and general manager, has awarded contract at about \$7000 to the Pioneer Artificial Stone & Construction Co. of Gadsden for construction of building for gas plant in connection with improvements recently detailed.

Greensboro, N. C.—Match Factory.—Acme Match Co., recently reported incorporated with \$100,000 capital stock, will erect brick factory building 60x150 feet, to be equipped for manufacturing one carload of matches daily; will also operate dyeing, boxing and printing plant.

Guthrie, O. T.—Manufacturing.—Natrox Manufacturing Co. incorporated with \$1,000,000 capital stock by D. B. Crane, Oklahoma City, O. T.; E. R. Barnes and F. P. Dengler, St. Louis, Mo.

Hereford, Texas.—Flour Mill.—H. J. Weatherford, Unionville, Mo., has submitted proposition to Commercial Club of Hereford to establish flour mill of 100 barrels capacity.

Houston, Texas.—Automobiles.—Mosehart & Keller Automobile Co. incorporated with \$15,000 capital stock by H. C. Mosehart, H. D. Keller, H. D. Schleeter and others.

Houston, Texas.—C. H. Frederick and J. J. Castell are promoting the organization of company to establish candy and box manufacturing plant.

Houston, Texas.—Turpentine.—Buckner Chipley, Pensacola, Fla. (associated with the J. R. Saunders Company), has purchased timber near Houston which will be developed for turpentine.

Humboldt, Tenn.—Marble Works.—Snyder & Autry, Eclipse Marble & Granite Works, have awarded contract to McKnight Bros. for erection of building to be equipped as marble works; fireproof; brick and iron; 128x36 feet. This structure will replace build-

ing recently reported burned at a loss of \$15,000.

Huntington, W. Va.—Concrete-block Factory.—Huntington Stone Cement Co. incorporated with \$10,000 capital stock to manufacture concrete blocks, etc., by H. M. Vredenberg, J. B. Arbour, J. S. Stewart and others.

Huntington, W. Va.—Hat Factory.—Huntington Hat Co. incorporated with \$100,000 capital stock by F. C. Walker, S. M. Croft, W. H. Dillard and others.

Huntsville, Ala.—Flour Mill.—Shelbyville (Tenn.) capitalists are considering erection of flour mill with daily capacity of 500 barrels of flour. Business Men's Club of Huntsville can give information.

Huntsville, Ala.—Farmers' Cotton Oil Co. has increased capital stock from \$50,000 to \$75,000. Extensive improvements are contemplated.

Jackson, Tenn.—Heathcock-Rush Manufacturing Co. incorporated with \$50,000 capital stock by J. A. Heathcock, Lee Rush, H. E. Kincaid and others.

Kansas City, Mo.—Seamless Flooring and Stone.—Permanite Seamless Floor & Stone Co. incorporated with \$50,000 capital stock by J. W. French, B. H. Smith, M. H. Woods and others.

Kansas City, Mo.—Marble Works.—Wood-lawn Granite & Monument Co. incorporated with \$30,000 capital stock by Louis Muschietty, Dan Guidici, Samuel M. Carmean and others.

Madison, Ga.—Fertilizer Factory.—Madison Fertilizer Co. has increased capital stock to \$50,000 and will erect new plant.

Memphis, Tenn.—Plaster-board Factory.—Forbes Plaster Board Manufacturing Co. is being organized by E. M. Forbes and others to manufacture water and fireproof plaster boards to be used in place of laths.

Nashville, Tenn.—Chemical Works.—Interstate Chemical Co., southwest corner Sharp and Stockholm streets, Baltimore, Md., contemplates establishing branch plant in Nashville.

Nashville, Tenn.—Gas Plant.—Nashville Gas Co. will make improvements to plant, including erection of \$10,000 brick boiler-room, generator and engine-room.

Nashville, Tenn.—Roofing.—Uncle Hiram Roofing Co. will erect granitoid factory building, plans for which have been completed. Building will be erected by the company's employees, and granitoid will be manufactured on the ground.

Nashville, Tenn.—Vinegar Plant.—American Extract & Vinegar Co. will erect new plant.

New Orleans, La.—Sugar Mills, etc.—Louisiana Sugar & Rice Co. incorporated with \$50,000 capital stock to operate sugar and rice mills, etc.; J. C. Drew, president; E. S. Woodfin, vice-president; Drew Ferguson, secretary, and J. C. Drew, treasurer.

New Orleans, La.—Molasses Factory.—Dugue & Co. organized with \$100,000 capital stock to manufacture and deal in molasses and syrups; Adolph Dugue, president; Martin O. Woodley, vice-president, and Samuel D. Baker, secretary-treasurer.

New Orleans, La.—Brewery.—People's Co-operative Brewing Association organized with \$100,000 capital stock by G. J. Spitzfaden, B. G. Hagstette, Ed Young, P. H. Linssen and others.

Norfolk, Va.—Distillery.—Norfolk Distilling Co. incorporated with \$50,000 capital stock; C. H. Brady, president and general manager; C. M. Rogers, vice-president, and Joseph Volight, secretary-treasurer.

Norfolk, Va.—Distillery.—Eastern Distilling Co. incorporated with \$15,000 capital stock; C. C. Shores, president, Bowers Hill, Va., and J. M. Smith, secretary-treasurer, Norfolk.

Okeene, O. T.—Flour Mill.—Okeene Roller Mill Co., recently reported incorporated with \$25,000 capital stock, will build and equip roller mill at cost of \$7000; managing officers, Edw. Broom and H. Buckingham.

Oklahoma City, O. T.—Soap Factory.—Ido Manufacturing Co. incorporated with \$25,000 capital stock by H. C. Lockhart, W. L. McCann and A. N. Talbott.

Paris, Texas—Brick Works.—Paris Press Brick Co. incorporated with \$30,000 capital stock by J. N. Blake, Edwin Jenkins and William L. Jones.

Parkersburg, W. Va.—Glass Factory.—H. E. Travis has submitted proposition to establish glass works. Address Mr. Travis, care of West Virginia Real Estate Co., O. S. Hawkins, manager.

Paxton, Fla.—Turpentine Company.—Lake Jackson Turpentine Co. organized with \$35,000 capital stock and secured lease for turpentine privilege on all timber holdings in Alabama and Florida contracted by Florida

Sawmill Co., Florida, Ala.; will erect new still at Paxton, add 125-horse-power return-tubular boiler, 16x66, to plant already in operation, and install 60-horse-power engine to replace present one. Machinery has not been purchased; J. C. Howell, Faico, Ala., president; J. J. Howell of Paxton, vice-president, and J. T. Hughes, Florida, Ala., secretary-treasurer.

Petersburg, Va.—Hat Factory.—Old Dominion Hat Works incorporated with \$30,000 capital stock. R. M. Craddock is president, J. J. Jones vice-president, W. N. Jones, Jr., secretary-treasurer and W. D. Northington general manager.

Royce City, Texas—Flour Mill.—Royce Milling & Light Co. will erect 50 to 75-barrel flour mill to replace plant reported burned May 16.

Salem, Va.—Glass-bottle Works.—Cooper Glass & Silica Co. incorporated with \$200,000 capital stock; president, T. H. Cooper; vice-president, L. A. Scholz, Roanoke, Va.; secretary, Henry Scholz, Roanoke, Va.; treasurer and general manager, E. S. Barnitz. Company will erect and equip metal building, 150x150 feet, at cost of \$50,000; will manufacture glass bottles, 300 gross daily; architect, G. R. Ragan; engineer, Walter Watson.

Seneca, S. C.—Clothing Factory.—T. M. Street is interested in plans for establishing a clothing factory; machinery has not been purchased.

Shreveport, La.—Manufacturing.—John Dickson and C. C. Hardman have petitioned City Council for lease of batture property near foot of Milam street. It is contemplated to drive piling along the river side, raising property to street grade, and use it as site for manufacturing plant.

Staunton, Va.—Plow Factory.—Leader Plow Co., Bridgewater, Va., will erect building 50x140 feet, to be equipped for manufacturing plows. Wallace A. Payne and McChesney Goodall are interested in company. Lerner & Smith have contract for foundation, and Virginia Lumber Co. for superstructure.

Sulphur Springs, Ark.—Lime Works.—Sulphur Springs Lime Works will rebuild plant recently reported burned at a loss of \$3000.

Sulphur Springs, Ark.—Lime Works.—Sulphur Springs Lime Co. will rebuild plant recently reported burned; building to be 35x100 feet; iron and stone; cost \$1000; capacity, 200 barrels lime daily.

Tallahassee, Fla.—Tobacco Factory.—Tallahassee Tobacco Co. incorporated with \$50,000 capital stock; H. B. Snell, president; R. J. Riles, vice-president, both of Jacksonville, Fla.; L. C. Yeager, treasurer, and H. L. Bether, secretary and general manager, both of Tallahassee.

Tallahassee, Fla.—Tobacco Cultivation.—Gwynn Tobacco Co., recently reported incorporated with \$50,000 capital stock, will cultivate tobacco. Six barns, 40x120 feet each, will be built, also 30x60-foot warehouse and five or six small dwellings; pumping outfit, including tank and stand, will be installed for irrigation; architect, F. C. Gilmore; C. B. Gwynn, vice president and general manager.

Tampa, Fla.—Cigar Factory.—Eugene Holt-singer will erect two cigar factories; brick; three stories and basement; cost of both about \$35,000. S. S. Moore has contract at about \$11,000 for brickwork on one.

Tredegar, Ala.—Grist Mill.—Anniston Lime & Stone Co., Anniston, Ala., will rebuild grist mill recently noted burned at Tredegar; rock to be used in adjoining premises; will install new waterwheel and dynamo; plant is operated by electric power, in connection with lime plant.

Union, Mo.—National Cob Pipe Works incorporated with \$15,000 capital stock by C. P. Reinhard, A. Kramolski, D. T. Railey and others.

Washington, N. C.—Brick Plant.—Frank H. Short is interested in contemplated establishment of brick plant.

Wheeling, W. Va.—Tobacco Factory.—The Wells & Wingerter Company incorporated with \$25,000 capital stock by George N. Wells, A. D. Wingerter, B. L. Wells and others.

Wilmington, N. C.—Distillery.—King Distilling Co. incorporated with \$20,000 capital stock by W. M. King, R. L. Finger and M. H. Croom.

Zephyr, N. C.—Flour Mill.—F. S. Eldridge is reported to install roller mill.

ROAD AND STREET IMPROVEMENTS

Asheville, N. C.—City has let contract to Atlantic Bitulithic Co. of Richmond, Va., for 6500 square yards of proposed bitulithic paving.

Baltimore, Md.—Board of Awards, J. Barry Mahool, president, City Hall, has

awarded contract to P. Flanagan & Sons, 130 East Lexington street, at \$2748.50, for paving 7th street in the western section with macadam.

Baltimore, Md.—Board of Awards, care of City Register, City Hall, will receive proposals until September 4 to grade, curb, gutter and pave 28th street, from St. Paul street to Maryland avenue, with sheet asphalt, asphalt blocks, vitrified bricks or bitulithic. Specifications on application; check required and usual rights reserved.

Charleston, W. Va.—City will grade, pave and curb Kanawha street. Bids will be received until August 27; W. A. Hogue, City Engineer.

Charlotte, N. C.—Atlanta Bitulithic Co., 413 and 414 Mutual Building, Richmond, Va., has been awarded contract for 40,000 yards of bitulithic pavement at a total cost of \$88,000; William Pannell, general agent. (Referred to lately.)

Columbus, Ga.—City has let contract to Southern Bitulithic Co. of Nashville, Tenn., for 1259 square yards additional bitulithic paving.

Comanche, Texas.—Comanche county will vote September 21 on issuance of \$170,000 of bonds for road improvements. Address County Commissioners.

Cumberland, Md.—Allegany county will improve road between Lonaconing and Midland, Md. Bids will be opened September 6; Clinton Uhl, chairman of Board.

Dallas, Texas.—City will soon advertise for bids for laying between 50,000 and 60,000 square yards of street paving. Address Wm. Doran, Commissioner of Streets.

Houston, Texas.—Harris County Commissioners have decided to build 74 miles of roads at an estimated cost of \$555,000. A bond issue of \$500,000 was reported in May as having been voted for road construction; A. E. Amerman, County Judge.

Independence, Mo.—City has let additional contract for 1600 square yards bitulithic paving to Kansas Bitulithic Co. of Kansas City, Mo.

Kansas City, Mo.—Davidson Bros. have contract at \$19,760 for macadamizing four and one-half miles of road between the Blue Springs and Tansney roads; contract for macadam is \$1.25 per cubic yard and masonry \$4 per cubic yard.

Lenoir, Va.—Moreland & Moses, Knoxville, Tenn., have contract to construct 3000 linear feet of concrete sidewalk. (See item under "Bridges, Culverts, Viaducts, etc.")

Manassas, Va.—City will macadamize streets, etc. (See item under Water-works.) Address O. E. Newman.

Mangum, O. T.—City will vote August 27 on issuance of \$25,000 of bonds for street improvements; Forrest Shell, City Clerk. (See items under "Sewer Construction" and "Water-works.")

Maryville, Tenn.—Seaton & Goddard have contract to improve Miles Ferry and Morgantown roads.

Muskogee, I. T.—City will pave about 40 miles of street surface; business streets to be paved with brick; residence streets with asphalt; T. H. Martin, Mayor.

Palestine, Texas.—City has voted \$50,000 of bonds for paving Avenue A and Oak street; referred to in July. Address The Mayor.

Texarkana, Texas.—City will expend \$25,000 in paving several streets in residence district with brick and in grading and graveling another district. Actual work will begin within 90 days; Mr. Stewart, Mayor.

Washington, N. C.—Washington Investment Co. will macadamize Washington avenue.

Washington, D. C.—Henry L. West and Jay J. Morrow, Commissioners District of Columbia, 43 District Building, Washington, D. C., will receive proposals until September 3 for grading Albemarle street, for which \$5500 is available.

Washington, D. C.—Commissioners District of Columbia, 43 District Building, Washington, D. C., will ask an appropriation of \$50,000 from Congress to pave New Jersey avenue S. E., between B and C streets; B street S. E., between New Jersey avenue and South Capitol street; 1st street S. E., between B and C streets; Delaware avenue N. E., between B and C streets; C street N. E., between Delaware avenue and 1st street.

Wheeling, W. Va.—City has engaged engineers to prepare specifications for improvement of Top Mill road at a cost of \$40,000. Bids will soon be advertised for and contract awarded within 10 days. Plans and specifications will be on file in office of Charles B. Cooke, City Engineer; Charles C. Schmidt, Mayor, chairman of committee.

SEWER CONSTRUCTION

Arkadelphia, Ark.—Robinson Bros., Pine Bluff, Ark., have contract at \$23,362 for construction of eight and a half miles of sewers; mains to be of 8, 10 and 12-inch piping. Plans have been prepared by Theo. Hatman, Little Rock, Ark.

Canton, Ga.—City will vote September 21 on the issuance of \$29,500 of bonds for construction of sewerage, water-works and electric-light systems. (See item under Sewer Construction.) Address The Mayor.

Enid, O. T.—City will vote on issuance of \$135,000 of bonds for sanitary sewer, \$10,000 for septic tank, \$25,000 for fire apparatus, \$15,000 for water-works extension and \$55,000 for refunding. Address The Mayor.

Joplin, Mo.—City will vote on issuance of \$47,000 of bonds for sanitary sewers, \$45,000 for storm sewers, \$50,000 for Third-street viaduct and \$25,000 for fire department. Address The Mayor.

Longview, Texas.—Kelly Plow Works will install private sewerage disposal plant.

Mangum, O. T.—City will vote August 27 on issuance of \$7500 of bonds for sewer extension; Forrest Shell, City Clerk; J. W. Ryder, Granite, O. T., engineer. (Recently mentioned.) (See items under "Water-works" and "Road and Street Improvements.")

TEXTILE MILLS

Albany, Ga.—J. A. Betjeman, C. W. Rawson and A. P. Vason are reported interested in plans for organizing company capitalized at \$200,000 to build cotton mill.

Apex, N. C.—W. H. Harward, S. W. Stone, J. R. Cunningham and others will organize company with capital stock of \$40,000 to build knitting mill.

Chattanooga, Tenn.—Mathis-Davis Hosiery Mills is reported as to expend about \$50,000 for general improvements, including the installation of a dyeing and finishing plant; Ralph Bell, superintendent in charge.

Columbus, Ga.—Midland Manufacturing Co. incorporated with capital stock of \$10,000 by E. P. Willis, A. I. Jenkins, E. B. Kingland and others.

Columbus, Ga.—Topsy Hosiery Mills is reported as to have purchased site for erection of additional mill.

Duke, N. C.—Erwin Cotton Mills Co. of Durham, N. C., states there is no truth in recent report that it will build another mill at Duke.

Florence, Ala.—Cherry Cotton Mills is replacing some old textile machinery with new modern equipment, also has contracted for equipment changing its power drive from steam to electricity, this equipment including steam turbine engine, electric generator of 500 kilowatts. Allis-Chalmers Company of Milwaukee, Wis., has contract for steam turbine engine and Westinghouse Electric & Manufacturing Co. of Pittsburgh, Pa., for electric motors.

Gaffney, S. C.—Merrimac Mills has awarded contract to J. M. Curry for erection of buildings for proposed plant lately reported. Company organized last month with \$150,000 capital stock to build 10,000-spindle yarn mill. W. C. Hamrick is president and treasurer.

Griffin, Ga.—The Cherokee Mills will be organized by J. J. Mangham, J. W. Mangham, J. R. Boyd, Douglas Boyd, J. L. Davidson and others to establish mill for manufacturing blankets and similar products; capital stock to be \$150,000. They propose to spin and weave.

Inman, S. C.—Inman Mills states that report as to its intention to build an additional 20,000-spindle mill is premature. No plans have been formulated sufficiently to make any announcement.

Jamesville, N. C.—Boyle Manufacturing Co. incorporated with capital stock of \$30,000 to build textile mill by J. P. Boyle and others.

Lenoir, N. C.—Moore Cotton Mill Co. is receiving bids this week for erection of buildings for proposed plant of 5000 spindles; 24 cottages for operatives are being erected. Company's capital stock is \$80,000 paid in, with privilege of increase to \$150,000; F. P. Moore, president and treasurer; other details lately stated.

Mocksville, N. C.—A. M. McGlamery and associates propose organizing the mill company lately mentioned. They will capitalize at \$60,000 to \$75,000 and build a 3000-spindle mill, expecting to enlarge to 7000 spindles in the future.

Newton, N. C.—Ridgeview Cotton Mills will be incorporated with capital stock of \$100,000, half being paid in, to build plant of 2500 spindles for manufacturing two-ply 30 to 40 yarns. H. F. Smith is general manager. This is the company noted last month as proposed by L. H. Phillips and others.

Seneca, S. C.—T. M. Street is interested in plans for establishing a knitting mill. He has not purchased the machinery.*

Shelby, N. C.—Ella Manufacturing Co. incorporated with capital stock of \$100,000 by J. R. Dover, J. P. Dellinger, S. H. Hamrick, C. R. Hoey and others. This company lately noted as to be organized for establishing quilt and comfort mill.

Sparta, Ga.—Sparta Cotton Mills, reported organized last month to install 5000-spindle equipment, etc., has awarded contract for the machinery to John Hill of Atlanta, Ga., representing the Lowell (Mass.) Machine Shops. Company purchased building, and plans are being prepared for remodeling same; E. A. Rozier, treasurer.

Wadesboro, N. C.—Wadesboro Cotton Mills Co. contemplates increasing capital stock from \$60,400 to \$100,000.

Walhalla, S. C.—Oconee Knitting Mills has increased capital stock from \$15,000 to \$30,000.

Weldon, N. C.—Shaw Cotton Mills, recently reported incorporated with capital stock of \$100,000, has organized with W. T. Shaw president and general manager, R. S. Travis secretary, and W. A. Pierce treasurer.

Yorkville, S. C.—Lockmore Cotton Mills, reported organized, etc., in July, is progressing with construction; building 75x300 feet, one story high, contracted for with Keller & Logan; 5000 spindles to be installed for making 40s to 50s fine yarns; electricity for power; spinning frames and twistlers to be direct connected to motors; contract awarded for textile machinery; Thos. P. Moore, president.

Zirconia, N. C.—J. O. Bell is mentioned in connection with rumors that company is being formed to build cotton mill.

WATER-WORKS

Bay City, Texas.—City will expend \$18,000 in establishment of water-works system; engineer not yet employed; Mayor, J. Sutherland. (Vote for issuance of bonds to above amount will be held September 14, as recently noted.)*

Canton, Ga.—City will vote September 21 on issuance of \$25,500 of bonds for construction of water-works, etc. (See item under Sewer Construction.) Address The Mayor.

Colfax, La.—City Council will consider an election to vote on the issuance of \$16,000 of bonds for construction of water-works. Address The Mayor.

Enid, O. T.—City will vote on issuance of \$15,000 of bonds for extension of water-works. Address The Mayor.

Gadsden, Ala.—Dwight Manufacturing Co., Alabama City, Ala., will build pumping station at Norrell Springs, in northern section of Gadsden, in which a small rotary electric pump, supplied by current from the main plant at Alabama City, will be installed for furnishing company's cotton mills at Alabama City with spring water. Company will construct pipe line from spring to mill, a distance of three miles.

Manassas, Va.—City will construct water-works and electric-light plant and macadamize streets. Bids will be opened September 28. Address O. E. Newman.*

Mangum, O. T.—City will vote August 27 on issuance of \$10,000 of bonds for extension of water-works; Forrest Shell, City Clerk. (See items under "Sewer Construction" and "Road and Street Improvements.")

Nashville, Tenn.—City will vote October 10 on issuance of \$300,000 of bonds for extension of water mains. (Referred to May 2.) Address The Mayor.

Parkersburg, W. Va.—G. L. McKibbin of Ohio, care of Board of Affairs, has been engaged as engineer in charge of construction of water-works; J. V. Dunbar, City Engineer. (Recently mentioned.)

Pawnee, O. T.—City will vote on the issuance of \$20,000 of bonds for water-works construction. Address The Mayor.

Pearsall, Texas.—Pearsall Artesian Well Co. incorporated with \$5000 capital stock by C. M. Beaver, G. W. Sanders, J. N. Long and J. T. Kinsel.

Pulaski Heights (P. O. Little Rock), Ark. Council of Pulaski Heights has granted 40-year franchise to Home Water Co. to extend water mains and erect tower in vicinity of Forest Hill, to be supplied from a pumping station and be of sufficient height to insure a water pressure capable of raising a stream to a height of 405 feet. About \$50,000 will be expended.

Pulaski, Va.—G. H. Derrick, civil engineer, is making surveys of several sites for reservoir, object being to secure location high enough for standpipe in city to be filled by gravity.

Rutherfordton, N. C.—City will petition Council to order an election for voting on

bonds for construction of water-works. Address The Mayor. (See item under Electric-light and Power Plants.)

Tallahassee, Fla.—City has voted \$75,000 of water-works bonds. Address The Mayor.

Temple, Texas.—City has purchased at \$120,000 plant of Temple Water-Works Co.; necessary improvements will cost from \$50,000 to \$60,000. Election will soon be held to vote on bond issue of \$120,000; Fred P. Hamill, Mayor. (Recently mentioned.)

Union, W. Va.—City will vote August 30 on issuance of \$5500 of bonds for construction of water-works. Address The Mayor.

Wheeling, W. Va.—Citizens' committee has prepared its report and proposes to drill nine six-inch test wells and one ten-inch test well to the bed rock under the river, object being to increase and improve the water supply. It is estimated that the cost will be about \$1500. G. L. McKibbin of Ohio has been engaged as engineer in charge, and can be addressed care of the citizens' committee, of which Alex. Glass is chairman and R. B. Naylor acting secretary. A bond issue of \$500,000 will probably be voted for water-works. (Recently mentioned.)

WOODWORKING PLANTS

Avery, Texas.—John Miesch, Clarksville, Texas, will build plant at Avery to manufacture wagon bows.

Baltimore, Md.—Universal Wired Box Co. incorporated with \$100,000 capital stock to manufacture boxes, etc., by William E. Conroy, 1201 Federal street; Clarence K. Bennett, 720 North Arlington avenue; Luther E. Mackall and others.

Chilesburg, Va.—Dillard & Chewing Excelsior Co. will rebuild excelsior plant recently reported burned at Cedar Forks; building to be 60x150 feet, of corrugated iron, and cost \$500; cost of machinery \$2500; engineer, A. L. Buchanan; manager, T. H. Chewing.

Decatur, Ala.—Edwards Manufacturing Co., manufacturer of telephone brackets, is reported to erect addition for manufacturing shuttle blocks.

Durham, N. C.—Universal Wire Box Co. incorporated with \$100,000 capital stock to manufacture boxes and crates, etc., by Jones Fuller of Durham, Charles S. Ullman and W. E. Rothermel, both of Chicago, Ill.

Durham, N. C.—Durham Buggy Co. will establish plant at Edgemont for the manufacture of buggies; capacity, 10 vehicles daily at start; secretary and treasurer, W. T. Minor; superintendent, Charles A. Behlen. Three buildings will be erected; main building four stories, 54x150 feet; smith shop, one story, 30x70 feet; storage building, two stories, 40x70 feet.

Ensley, Ala.—F. M. Slye will enlarge plant and install planing machine driven by electric motor and other woodworking equipment. Plant will manufacture all kinds of interior finish work, making a specialty of hardwood finish and wagon work.

Fordyce, Ark.—Union Blacksmith Co. will establish wagon factory, equipped with gasoline engine and other machinery.

Frankston, Texas.—Elberta Box & Basket Factory, recently reported incorporated, will establish plant for the manufacture of boxes, baskets and crates; buildings will be erected and equipped at cost of \$3300; president, A. J. Perry; vice-president, C. P. Jones; secretary and treasurer, J. H. Robinson, Jr.; manager, J. H. Foster; materials and machinery purchased.

Henderson, N. C.—Henderson Manufacturing Co. incorporated with \$25,000 to \$50,000 capital stock to manufacture buggy and carriage bodies. Two-story building, 50x200 feet, will be erected at cost of \$8000 to \$10,000; president, R. J. Corbett; secretary, R. B. Powell.

Jamestown, Tenn.—Jamestown Stave & Heading Co. incorporated with \$20,000 capital stock by L. T. Smith, W. C. Smith, B. H. Rankin, W. J. Gaudin and others.

Lenoir, N. C.—Blue Ridge Bending Co. incorporated with \$50,000 capital stock by John Hill, J. F. Robb, L. E. Robb, J. R. Powell and others to manufacture and deal in wood bent into shapes, as rounds for wagons, rims, etc.

Lynchburg, Va.—Blankinship Furniture Co. incorporated with \$15,000 capital stock. J. S. Blankinship is president, Richard Blankinship vice-president, Olin Blankinship secretary and R. I. Blankinship treasurer.

Macon, Ga.—E. W. McMonon, Owensboro, Ky., is considering establishment of carriage factory in Macon.

Merkel, Texas.—Browning-Provine Furniture Co. incorporated with \$10,000 capital stock by A. C. and W. H. Browning, W. R. Provine and J. N. Warnick.

Paducah, Ky.—J. W. Little will rebuild spoke-manufacturing plant recently burned at loss of \$15,000; to erect 50x100-foot building at cost of \$5000 and install machinery at cost of \$6000; capacity daily to be 15,000 wagon and buggy spokes; machinery not yet purchased.*

Pine Bluff, Ark.—Prescott Table & Furniture Co. incorporated with \$10,000 capital stock; Jacob Gingrich, president; V. O. Buck, vice-president, and Harvey S. Gingrich, secretary-treasurer.

Richmond, Va.—Universal Wired Box Co. incorporated with \$100,000 capital stock by C. S. Ullman (president), W. E. Rothermel (secretary-treasurer) and E. E. Kitzinger, all of Chicago, Ill.

Wilmington, N. C.—Hannah & Co. (W. T. Sears, L. J. Hannah and Walter Hannah) have transferred their box-manufacturing enterprise to the Hannah Box Shook Co. (Hannah Box Shook Co. was reported in June to install additional machinery, doubling capacity of plant.)

BURNED

Dowling Park, Fla.—Dowling Lumber Co.'s sawmill; loss \$100,000.

Eldorado Springs, Mo.—Eldorado Springs Electric Co.'s power-house; estimated loss \$15,000.

Etna, Ga.—Etna Iron & Steel Co.'s ore washer; loss about \$30,000.

Grannis, Ark.—Collins Bros.' sawmill and lumber yard; loss \$6000.

Judson, N. C.—H. C. Baak's lumber mill; loss \$3000.

Mobile, Ala.—Mobile, Jackson & Kansas City Railroad Co.'s roundhouse at Frascati; loss \$12,000; H. S. Jones of Mobile, general superintendent and chief engineer.

Overton, Texas.—D. R. James & Son's harness factory at Jamestown, near Overton; loss \$3500.

Paducah, Ky.—J. W. Little's spoke factory; loss \$15,000.

Pine Bluff, Ark.—Pine Bluff Brick Co.'s brick kilns; loss \$3000.

Sun Augustine, Texas.—Tucker, Sharp & Co.'s building; loss \$18,000; J. L. King's store building, owned by F. W. Blount; loss on structure \$2500.

Statham, Ga.—Statham Warehouse Co.'s warehouse; loss \$4000; Ed Rylee's store building.

Valdosta, Ga.—J. J. Joiner's residence; loss about \$8000.

BUILDING NOTES

* Means machinery, proposals or supplies are wanted, particulars of which will be found under head of "Machinery, Proposals and Supplies Wanted."

Allendale, S. C.—School.—City school building (recently mentioned) will contain six classrooms and auditorium; 76x90 feet; ordinary brick construction; hot-air heating; cost \$10,000 to \$12,000; architect, J. H. Sams, Columbia, S. C.

Athens, Tenn.—Store and Office Building.—Reed Hardware Co. is having plans prepared by M. E. Parmlee, Knoxville, Tenn., for erection of store and office building; two stories and basement; concrete foundation; brick; curved-glass fronts; mill construction.

Atlanta, Ga.—Freight Depot and Terminals. Southern Railway Co. is said to have submitted plans and specifications to contractors calling for bids within 30 days for construction of the proposed extensive freight depot and terminals previously announced as to be added to the railway facilities at Atlanta; structures to include seven-story freight and office building to extend about 800 feet and front 100 feet; construction to be fireproof; probably cement or concrete work. Some time ago the Oliver Solitt Company of Chicago, Ill., was reported as receiving contract to build outcoming and ingoing freight sheds in connection with the Southern terminal improvements. Excavation was begun last week for the retaining walls of the terminal buildings. About \$500,000 is understood to be the expenditure contemplated in connection with these plans. D. W. Lum is chief engineer; offices at Washington, D. C.

Auburn, Ala.—Bids will be received for construction of two-story brick building at Auburn for the Alabama Polytechnic Institute according to plans and specifications on file in office of Warren & Welton, architects, 707 Title Guarantee Building, Birmingham, Ala. All bids must be filed in office of Gov. B. B. Comer, chairman building committee, Montgomery, Ala., not later than September 17; usual rights reserved.

Augusta, Ga.—Fair Buildings.—Georgia &

Carolina Fair Association, recently noted to have awarded contract to Chas. L. McMurry for erection of poultry building, is also having three stables built and other work done under charge of same contractor; poultry building will be of frame, one story, 70x100 feet; cost \$1750; stables to be 32x100 feet, 20 stalls each; cost, with other improvements, about \$4000.

Baltimore, Md.—Dwellings.—Frank R. Batchelor, 2116 North Fulton avenue, has purchased lot on Pennsylvania avenue, near Retreat street, 53x340 feet, to erect dwellings.

Baltimore, Md.—Dwellings.—Matthew C. Fenton, 18 West Pratt street, will erect six two-story dwellings on Cleveland street, between Stockholm and Nanticoke streets, to cost about \$6000.

Baltimore, Md.—Dwellings.—George P. Ney, 1229 North Bond street, has bought site on which to erect stone dwelling.

Baltimore, Md.—Dwelling.—R. Ross Holloway will alter present structure and build two-story and basement addition to house at Normandy Heights. William T. Murphy, 908 North Howard street, and Willard E. Harn, 411 Courtland street, are estimating; Thomas C. Kennedy, architect, 516 Law Building.

Baltimore, Md.—Dwellings.—E. J. Gallagher, 2407 Fairmount avenue, will erect nine two-story dwellings on Luzerne street between Monument and McElderry streets, to cost about \$13,500; Jacob F. Gerwig, architect, 11 East Lexington street.

Baltimore, Md.—Dwellings.—Forest Glen Park Co. has commissioned Jacob F. Gerwig, architect, 11 East Lexington street, to prepare plans for a number of dwellings to be erected at Windsor Hills, which are said to be the first of about 1800 dwellings this company will erect.

Baltimore, Md.—Hall.—Ellicott & Emmart, architects, 1101 Union Trust Building, Charles and Fayette streets, have distributed plans for remodeling present structure and building addition to Lehmann's Hall on North Howard street.

Baltimore, Md.—Truckhouse.—City has secured site for proposed No. 4 truckhouse at 929-931 McCulloh street; E. D. Preston, Building Inspector, City Hall.

Baltimore, Md.—Dwelling.—Roland Park Company, Roland Park, and Willard E. Harn, 411 Courtland street, are estimating on the construction of residence to be erected at Roland Park for John Pope Baer; Bissell & Sinkler, architects, Philadelphia, Pa.

Baltimore, Md.—Office Building.—J. J. O'Connor, contractor, 427 East Lexington street, has begun work on proposed building for National Casket Co. to be erected on East Lombard street near Jones Falls; structure will be four stories high, 50x80 feet; Francis E. Torney, architect, 404 Wilson Building, Charles and Saratoga streets.

Baltimore, Md.—Dwelling.—Mrs. Cassie B. Levering has purchased lot on Edmondson avenue near North Bend lane to erect residence; George Clothier, Jr., architect, 11 East Lexington street.

Baltimore, Md.—Warehouse.—Plans have been distributed for proposed four-story warehouse to be erected at 406 South Charles street for Boston Fear; structure will be of brick and stone, 27.6x85 feet; Henry J. Tingley, architect, 11 East Lexington street.

Baltimore, Md.—Dwellings.—Lake View Realty Co., incorporated last week by Herman Scherr, 557 Calvert Building, and associates, has acquired land at Robert avenue and Whitelock street, 62x300 feet, to erect dwelling houses.

Baltimore, Md.—Public comfort Station.—Board of Awards, care of City Register, City Hall, will receive sealed proposals until September 4 to erect public comfort station on Center Market space near Lombard street; check required and usual rights reserved.

Baltimore, Md.—Store and Dwelling.—Geo. C. Metzger, 1846 North Chester street, has purchased lot at Harford road and Hamilton avenue, Hamilton, 70x130 feet, to erect store and dwelling.

Baltimore, Md.—Theater, Stores, etc.—Plans have been distributed for proposed theater and store building to be erected at 655-657 West Lexington street for Grand United Order of Brothers and Sisters of Good Hope. Structure will be 56x145 feet, of Woodstock granite, pressed brick and cut-stone trimmings; three stories on first floor, with plate and prism glass fronts; marble-tiled floors and tile wainscoting; theater-room to be 56x90 feet, with seating capacity of 650; upper floors to contain lodgerooms, lockers, etc.; gas and electric-light fixtures; steam heating; ornamental stamped metal ceilings; cost about \$25,000. J. Henry Miller, 106 Dover street, is estimating; John Freund,

Jr., architect, 210 East Lexington street. Beaumont, Texas.—Residence.—V. Wiess is having plans prepared by H. C. Mauer for residence recently mentioned; two stories, with basement and attic; press-brick facings; stone trimmings; size 48x62 feet; hand elevators; cost about \$30,000; date of opening bids not yet determined.*

Baltimore, Md.—Church.—Fourth Baptist Church is making arrangements to erect edifice at Broadway and McElderry street to cost about \$25,000.

Baltimore, Md.—Restaurant.—Construction is about to begin on proposed restaurant building at 304 East Baltimore street for Horn & Horn, 303 East Fayette street; building will be four stories high; 25x143 feet; white marble front; steel frame; terra-cotta floors and partitions; fireproof; tile wainscoting; marble floors; steam heat; electric wiring; cost about \$60,000; Henry Smith & Sons Company, 116 South Register street, contractors; Simonson & Pietsch, architects, American Building.

Baltimore, Md.—Clubhouse.—Architects and Builders' Country Club incorporated by Frank G. Boyd, 305 North Greene street; William W. Emmart, Charles F. Behrens and others to erect clubhouse on Middle river, for which plans are being prepared.

Baltimore, Md.—Postoffice Building.—Treasury Department, James Knox Taylor, supervising architect, Washington, D. C., will open proposals October 7 for construction and mechanical equipment (except plumbing) of proposed extension to United States postoffice and courthouse building; plans at offices of architect and of custodian of building, Baltimore.

Baltimore, Md.—Dwellings.—August Weber has awarded contract to Frank Novak, 800 North Duncan street, to erect 22 two-story houses on west side of Montford avenue, between Ashland avenue and Eager street, to cost about \$20,000.

Baltimore, Md.—Dwellings.—Edward S. Hampson, Wilkens avenue and Catherine street, has secured permit to erect 11 two-story dwellings on Wilkens avenue, between Catherine and Bentalou streets, to cost about \$11,000; nine to be 13x42 feet and two to be 14x42 feet.

Beauvoir, Miss.—School Building.—Methodist Seashore Training School will erect building; Rev. M. L. Burton, president board of trustees, Logtown, Miss.

Bellington, W. Va.—Union Station.—Enterprise Construction Co., Elkins, W. Va., has contract to erect union station costing about \$20,000 for Coal & Coke Railway, Western Maryland and the Baltimore & Ohio railroads.

Belton, Texas.—Courthouse.—Bell County Commissioners have had plans prepared by C. N. Page, Jr., & Bro., Austin, Texas, for courthouse recently noted to be erected at cost of \$4500; contract to be let September 9; ordinary construction; electric lighting. W. R. Butler may be addressed.

Bolivar, Tenn.—Warehouse.—Hardeman County Farmers' Union Warehouse Co., recently reported incorporated, will erect brick warehouse, 120x120 feet, at cost of about \$4000; architect not yet employed. C. M. Fawcett is president of company.*

Berkeley Springs, W. Va.—Courthouse.—Morgan County Commissioners have engaged Holmboe & Lafferty of Clarksburg, W. Va., to prepare plans and specifications for proposed courthouse.

Birmingham, Ala.—Office Building.—Climax Construction Co., recently reported incorporated with \$10,000 capital stock by Allen Northington and others, has purchased the Chalfoux Building, 100x100 feet, reported burned July 4. It is understood that the company will erect steel-frame office building to replace the structure.

Bremond, Texas.—Church.—Church edifice, for which proposals were recently noted wanted by Rev. Anthony Krypatis, will be erected at cost of \$40,000; fireproof; 60x143 feet; brick; lead and glass; slate roof; two towers, each 120 feet high; bids to be opened September 7, or one week later; architect, W. H. Zawadzki, Buffalo, N. Y.

Bryson City, N. C.—Skating Rink, etc.—Carolina Amusement Co. incorporated with \$10,000 capital stock to conduct skating rinks and other amusement enterprises by J. E. Coburn, W. F. Howell and W. W. Wiggins.

Canton, Texas.—School Building.—Sealed bids will be opened in office of C. A. Gill & Son, architects, Dallas, Texas, September 2 for erection of two-story brick school building; plans and specifications on file at office of C. A. Gill & Son at Dallas and with School Board; C. L. Stanford, chairman, at Canton; brick furnished at \$7 per 1000; certified check \$250, payable to C. L. Stanford; usual rights reserved. For further information address C. L. Stanford.

Cape Girardeau, Mo.—Convent.—Barnett, Haynes & Barnett, Frisco Building, St. Louis, Mo., are preparing plans and specifications for erection of convent building; brick and stone; gas and electricity; cost \$175,000.

Catonsville, Md.—Residence.—Dr. James K. Cullen has awarded contract to Schatz Bros. for erection of cottage to cost \$5000; frame; 30x30 feet; slate roof; hot-water heating; gas and electric lighting; architect, Wm. O. Ehlers.

Catonsville, Md.—Residence.—Wm. Wyle has awarded contract to Schatz Bros. for erection of frame cottage, to cost about \$5000, and carriage-house.

Center, Texas.—School Building.—S. T. Freshman and E. H. Barron have contract at \$20,000 to erect school building.

Charlotte, N. C.—Hospital.—Charlotte Sanitarium, W. D. Witherbee, secretary, will have plans prepared by Frank P. Milburn & Co., Washington, D. C., for erection of hospital; three stories; gray pressed brick; 50 private and 30 public rooms; baths, operating rooms, electric elevators, etc.; cost \$60,000. (Referred to August 15.)

Charlotte, N. C.—Residence and Dwelling.—Dr. E. R. Russell has purchased site on which he will build nine-room residence and a double house; cost of both about \$20,000; hot-water heating; gas and electric lighting; further plans not made; architect not named.

Chatanooga, Tenn.—Bank.—Adams & Alsop have about completed plans for offices of the Chattanooga Savings Bank on first floor of the C. E. James Building, now nearing completion. Work will soon be begun on construction of fixtures for the bank, which will cost over \$40,000. Interior decorations will be of marble, brass and tile.

Cisco, Texas.—Warehouse.—Farmers' Union Warehouse Co. incorporated with \$5000 capital stock by C. M. Marchman, M. G. Jackson, W. J. Poe and R. R. Townsend.

Claremore, I. T.—School Building.—City will vote August 27 on issuance of \$20,000 of bonds for erection of school building. Address The Mayor.

Columbus, Ga.—Building.—Queen City Real Estate Co. has had plans prepared by Lockwood Bros. for erection of three-story brick building; site has frontage of 58 feet.

Columbus, Miss.—Residence.—H. B. & L. M. Noland will erect residence after plans by Stansel & Bramlett; 10 rooms; framed and weather-boarded; two stories; combination design; cost \$4200; contract not let.

Columbus, Miss.—Residence.—T. G. Owen will erect two-story residence; architects, Stansel & Bramlett; contractor, D. S. McClenahan; 10 rooms; colonial design; brick veneer; cost \$6000.

Copperas Cove, Texas.—Warehouse.—Farmers' Union Cotton Warehouse, District No. 30, incorporated with \$1500 capital stock by John M. Bouchelle, T. A. Speer, C. S. Thomas and others.

Covington, Va.—Store and Office Building.—Hugh and P. B. O'Gara will erect store and office building; three stories; 50x70 feet; brick.

Covington, Va.—Business Building.—J. C. Athey is reported to erect two-story business building.

Covington, Va.—Bank Building.—Citizens' National Bank is having plans prepared for erection of bank building; two stories; 27x60 feet.

Covington, Va.—Store and Office Building.—Reported that J. H. Carpenter will erect store and office building; two stories; 50x70 feet; brick.

Crawfordville, Ga.—Bank Building.—Bank building recently reported to be erected by J. F. Holden and associates will be of brick construction, 42x100 feet; cost \$5000; contractor, C. H. Golucke & Son.

Dallas, N. C.—Store Building.—J. Puett Hoffman has awarded contract to J. E. and R. L. McAllister, Gastonia, N. C., for erection of two-story brick store building.

Dallas, Texas.—Fair Building.—State Fair Executive Board, James Moroney, president, has awarded contract to George W. Sonnenfeld for erection of eight sanitary toilet-rooms and to John J. Madigan for plumbing; total cost, about \$4500.

East Lake, Ala.—School Building.—Alabama Boys' Industrial School has awarded contract to Jesse L. Burns for erection of building to cost, with equipment, \$40,000, after plans by Warren & Welton. About \$10,000 will also be expended in improvements to present buildings, erection of laundry, etc. (Referred to in March.)

Elizabeth (not a postoffice), La.—Commissary, Hotel and Dwellings.—Producers' Turpentine Co., Beaumont, Texas, has awarded contract to Percy L. Cooper, Beaumont,

Texas, for erection of frame commissary building, one story high, 100x102 feet, and one-story frame hotel. Carter & Davis, Beaumont, Texas, who have contract to erect 50 dwellings at Elizabeth, will soon begin construction work. Producers' Turpentine Co. will build 102 dwellings at Elizabeth and will award contracts for remaining 52 in the near future.

Elkton, Md.—Hospital.—Dr. Howard Bratton and others have purchased a three-story residence at \$5500 and have engaged an architect to prepare plans for converting building into hospital. Improvements will include an annex 40 feet in length, bath-rooms, elevator, laundry, etc.

El Paso, Texas.—School.—City will erect school building, contract for which was recently noted awarded to C. D. Pollock, 1014 San Antonio street; architect, Edward Knezell; one-story building; flat roof; mill construction; steam heat; electric lighting; cost \$10,439.

El Paso, Texas.—School Building.—City will expend \$29,000 in erection of school building, contract for which was recently noted awarded to Wm. Rheinheimer, 405 South Florence street; architect, Edward Knezell; building, 58x126 feet; two stories and basement; ordinary construction; pressed brick; steam heat; electric and gas lighting.

Eupora, Miss.—School Building.—City Council has authorized the sale of \$10,000 of bonds for erection of school building. A. T. Peery, J. T. Marshall and others compose building committee.

Fayetteville, N. C.—School Building.—Directors State Colored Normal School will receive bids for erection of administration building. Plans and specifications can be seen at office of Frank P. Simpson, architect, Raleigh, N. C., or of H. L. Cook, Q. K. Nimocks and H. W. Lilly, executive committee; usual rights reserved.

Florence, Texas.—Warehouse.—Farmers' Union Warehouse Co. incorporated with \$2500 capital stock by J. W. Standlee, W. C. Walker, W. C. Compton and others.

Fort Gay (P. O. Louisa), Ky.—Hotel.—Reported that Lewis Borders will erect hotel.

Fort Smith, Ark.—Business Building.—Eads Bros. are having plans prepared for erection of business building.

Gaffney, S. C.—Building.—L. Baker has awarded contract to Joe Spake for erection of building to be used as postoffice, office building, etc.; front of pressed brick and glass; three stories, 88x46 feet; cost \$10,000.

Gaffney, S. C.—School Buildings.—Curry & Spurgeon have contract at \$11,500 for erecting Cherokee-avenue school building, and at \$5000 for remodeling Central school building. Steam-heating equipment will be installed. Plans have been prepared by Wheeler, Runge & Dickey, Charlotte, N. C. (Referred to August 1.)

Georgetown, Ky.—Warehouse.—Beechwood Springs Co. will erect warehouse. Gano Kelley is general manager.

Glenville, W. Va.—Bank.—Glenville Banking & Trust Co. will open bids August 30 for erection of two-story bank building mentioned in July. Plans and specifications may be seen at office, also at office of Chas. G. Rabenstein, architect, Charleston, W. Va.

Gretna, La.—Warehouses.—Manson Bros., New Orleans, La., will erect a series of warehouses in Gretna, expending several thousand dollars. Plans have already been prepared and construction work will soon begin; offices at 111-13 Tchoupitoulas street.

High Point, N. C.—Opera-house, etc.—Carolina Valley Railway & Construction Co. contemplates building opera-house, etc.

Houston, Texas.—Courthouse.—George Horton, County Engineer, has prepared preliminary plans for erection of proposed courthouse for Harris county, which call for a structure four stories high, with basement, the latter to be of cement, first story of granite and remainder of pressed brick at \$30 per 1000; color and samples of brick to be submitted by architects. Two passenger and a freight elevator are to be installed. Architects are invited to submit plans; A. E. Amerman, County Judge. (Referred to in May.)

Jacksonville, Fla.—Apartment-house.—J. C. Halsema, contractor, has secured permit to erect apartment-house; three stories; brick; contain two apartments of six rooms each to the floor.

Kansas City, Mo.—Car Barns.—Kansas City Railway & Light Co. will erect car barns.

Kansas City, Mo.—Apartment-house.—F. M. Roux will erect apartment-house.

Kansas City, Mo.—School.—School District is having plans prepared by Chas. A. Smith, 722 Dwight Building, for erection of addition to school building; date of opening bids not settled; W. E. Benson, secretary.

Kansas City, Mo.—School.—Board of Education has awarded contract to Forrester Swenson Construction Co., 205 Postal Building, for erection of high-school building mentioned in June; architect, C. A. Smith, 722 Dwight Building; fireproof construction; three stories; approximately 240 feet square; hot-air heating; electric lighting; electric elevators; electric-light plant and fan system to be installed; cost about \$350,000.

Kansas City, Mo.—Church.—Jackson Avenue Christian Church, Rev. F. L. Bowen, pastor, will erect edifice of brick and stone, equipped with gas and electric fixtures, etc., at a cost of \$25,000, according to plans prepared by J. H. Felt & Co.

Kansas City, Mo.—Church.—Forest Avenue Baptist congregation (care of W. B. Hooser, 43d street and Forest avenue) will erect edifice; two stories, 44x72 feet; brick and stone; cost \$10,000. Plans have been prepared by Charles A. Smith.

Kansas City, Mo.—Business Building.—F. H. Thwing will erect business building; three stories, 42x64 feet; steam heat; cost \$40,000; Charles A. Smith, architect.

Kansas City, Mo.—Office Building.—Gloyd Lumber Co. will erect office building; seven stories, 40x70 feet; steam heat; gas and electricity; cost \$225,000; J. W. McKeechule, architect.

Kansas City, Mo.—Fire Station.—Edgar C. Farls is preparing plans for fire station; two stories, 32x74 feet; cost \$11,000.

Kansas City, Mo.—Apartment-house.—J. J. Rowell will erect apartment-house; three stories, 50x60 feet; gas and electricity; cost \$30,000. Plans have been prepared by J. R. Lee.

Kansas City, Mo.—Residences.—Mr. Allshire will erect four residences; two stories; gas; cost \$15,000; architect, E. P. Madarie, New Ridge Building.

Kansas City, Mo.—Residence.—R. W. Coleman, 114 West Armour boulevard, is having plans prepared by Selby H. Kurdis, Massachusetts Building, for erection of residence; two stories, 47x62 feet; gas and electricity; cost \$16,000.

Kings Mountain, N. C.—Warehouse.—Kings Mountain Farmers' Union Warehouse Co. incorporated with \$5000 capital stock and privilege of increasing to \$25,000 by John J. Logan, Benj. G. Logan, G. S. Ware and others.

Lawrence, Ark.—Hotel and Sanitarium.—Dr. J. W. Clendon, Joe Longnotti, William McGuigan, Dr. E. C. Hays and others have purchased the Potash Sulphur Springs property and will erect hotel and sanitarium to contain about 150 rooms.

Lehigh, I. T.—Bank.—Lehigh National Bank will erect bank building; two stories; 120x80 feet; cost \$25,000; brick, stone and concrete construction; steel or iron to be used; tin roof; woodwork; electric and gas lighting; plumbing; architect, Ed J. Peters, Shawnee, O. T.; date of opening bids not settled.

Lexington, Ky.—Business Building.—Young E. Allison, Louisville, Ky., will erect three-story brick building at Lexington.

Little Rock, Ark.—Warehouse.—Rose-Lyon Hardware Co. has awarded contract to Charles B. Slagle, Jr., for erection of warehouse; one story; faced with pressed brick.

Little Rock, Ark.—School Building.—School Board has approved plans and specifications prepared by Glibb & Sanders for school building on the Glenwood property; three stories and basement; brick; Batesville granite or limestone foundation and trimmings; tile roof; contain 10 classrooms and auditorium with seating capacity of 475; indirect system of heating and ventilation; cost about \$32,000.

Livingston, Ala.—School Building.—C. H. Dabbs, Meridian, Miss., has contract at \$20,000 to erect school building in Livingston, after plans by P. J. Krouse, Meridian, Miss. Structure will be two stories high, with basement, constructed of brick, with stone bases.

Louisville, Ky.—Warehouse.—Torblitt & Castleman have secured permit to erect warehouse; three stories; brick; 22x90 feet; cost \$7000.

Lumberton, N. C.—Courthouse.—Robeson county has awarded contract to B. F. Smith Fireproof Construction Co., 503 Pope Building, 817 14th street N. W., Washington, D. C., for construction of courthouse recently mentioned; partially fireproof construction; 60x105 feet; electric-lighting fixtures, etc.; contract price, \$44,674, and contractor to raise old courthouse, valued at \$2000, and use the building materials; about \$50,000 to \$60,000 be cost of building when completed and fully equipped; architects, Frank P. Milburn & Co., Home Life Building, Washington, D. C.*

Luverne, Ala.—Jail.—Crenshaw County Commissioners will open bids September 10 for erecting addition and remodeling county jail building according to plans and specifications.

cations prepared by E. J. Ostling, Montgomery, Ala. Plans are on file in office of architect or of F. M. Tarkirahy, Judge of Probate of Crenshaw county; certified check, \$500; usual rights reserved.

Madisonville, Ky.—Hotel.—C. H. Murphey, V. H. Behne, S. D. Langley and others, reported in June as organizing company to erect hotel, have completed organization and will soon begin the erection of proposed structure; three stories; 45 sleeping-rooms; cost \$45,000.

Manchester (not a postoffice), Ga.—Depot and Office Building.—Atlanta, Birmingham & Atlantic Railroad is understood to be planning erection of passenger depot and two-story office building at Manchester, division headquarters. George D. Wadley is general manager and Alexander Bonnyman chief engineer, both of Atlanta, Ga.; C. L. Dimon, assistant to president, 32 Broadway, New York.

Marion, Va.—Buildings.—Judson College is having plans prepared by Warren & Welton for erection of Carnegie library building to cost \$30,000, president's mansion costing \$10,000 and infirmary. (Recently mentioned.)

Marion, Ala.—Warehouse.—Farmers' Union Warehouse Co. has been organized with \$5000 capital stock.

Martinsburg, W. Va.—Y. M. C. A. Building.—Young Men's Christian Association has adopted plans by Harding & Upman, Washington, D. C., for erection of proposed building, with the understanding that that firm secures contract or to accept contract at not more than \$20,000. Plans call for three-story structure, first two stories to be 52½x136 feet, and third story 52½x90 feet; Spanish style of architecture; gymnasium and swimming pool in rear. (Recently mentioned.)

Maxton, N. C.—College Buildings.—North Carolina Methodist Conference will erect at cost of \$140,000 administration building and two dormitories, recently mentioned; architects, Stout & Benton, Rocky Mount, N. C.; contractor, J. C. Parish; fireproof buildings; brick, trimmed with stone; steam heat; electric lighting.

Middlesboro, Ky.—School Building.—Board of Education will open bids August 31 for erection of public-school building. Plans and specifications can be obtained from H. H. Sprague, secretary Board of Education; usual rights reserved. Bids should be marked "Sealed Bids for Construction of School Building" and addressed to the secretary.

Monticello, Ark.—Church.—Associate Reformed Presbyterian Church edifice, recently noted to be erected, will be 72x72 feet; brick, faced with Cuffeyville pressed brick; art-glass windows; cost \$7500; architect, Mr. Halley; contractors, Wilson & Hendrix, Pine Bluff, Ark.*

Moore, Texas.—Bank Building.—Moore National Bank will erect bank building 30x65 feet; architects, R. L. Pierce, San Antonio, Texas; contractors, Henry Schoenfeld & Son, 1325 Roosevelt avenue, San Antonio, Texas.

Moore, Texas.—Business Building.—H. E. Johnson will erect store building after plans by R. L. Pierce, San Antonio, Texas; size 30x80 feet; contractors, Henry Schoenfeld & Son, 1325 Roosevelt avenue, San Antonio, Texas.

Moundsville, W. Va.—Business Building.—Trimble & Johnson Company has awarded contract to W. L. Connor, Wheeling, W. Va., for erection of business building.

Moundsville, W. Va.—Residence.—Louis Dressel has awarded contract to Riggs Bros. for erection of brick residence 70x70 feet; colonial style; cost about \$8000.

Mt. Airy, N. C.—School Building.—City will vote September 13 on issuance of \$15,000 of bonds to improve graded schools. Brick school building 100 feet square will be erected at cost of \$13,000; T. G. Penn to be architect and contractor; hot-air heating; electric lighting. J. A. Hadly is member of School Board.

Mt. Sterling, Ky.—Business Building.—Edward L. Williams has purchased site at \$7500 on which to erect building.

Montevallo, Ala.—Dormitory.—Alabama Girls' Industrial School, Dr. Thomas Waverly Palmer, president, has awarded contract to the E. C. Sels Company, Atlanta, Ga., at \$80,000, for erection of new dormitory to contain 120 rooms and enlargement of dining-room so that it will accommodate 500.

Nacogdoches, Texas.—Church.—Sealed bids will be received until September 2 for erection of brick building for the Methodist Episcopal Church South. Address Judge George F. Ingraham or John Garrison, Nacogdoches, or J. E. Flanders, architect, Dallas, Texas.

Napoleonville, La.—Business Building.—Imperial Drug Co. has awarded contract to

Caldwell Bros., Abbeville, La., for erection of brick building to cost \$5000.

Nashville, Tenn.—Residence.—Miss Mary Dalgren has awarded contract to McCollum & McDonald, 22 Cole Building, for erection of residence; gray brick; colonial style; 27x43 feet; two and a half stories; slate roof; hot-air heating; electric lighting; cost \$6000; architect, T. Lindley Johnson, Philadelphia, Pa.

Nashville, Tenn.—Jail.—Jail committee has awarded contracts in connection with jail building as follows: Carpentry work, Patrick Holt, at \$12,333; plastering, Hoover & Co., \$4313; skylights, sheet metal, dumb-waiters, etc., E. T. Murray & Co., \$1508; total cost is estimated at \$208,050. (Contractors for foundation, etc., were recently mentioned.)

Nashville, Tenn.—Hospital.—Trustees Central Hospital for Insane will open bids September 2 for all branches of work, except foundations, required in building addition adjoining hospital; proposals to be endorsed "New Building for Central Hospital for Insane." Plans and specifications may be seen at hospital and at office of Robert Sharp, architect, Cole Building, Nashville; proposals to be addressed care of architect; usual rights reserved.

New Orleans, La.—University Buildings.—Tulane University's new building, the Richardson Memorial, will be 241x65 feet; three stories and basement; stone; ordinary construction; steam heat; electric lighting; freight elevator; cost \$150,000; architects, Andry & Bendernagel, Newcomb Building; bids to be opened about September 25. (Mentioned recently.)

New Orleans, La.—Synagogue.—Plans prepared by Emile Weil, Hibernia Building, have been accepted for erection of the Toussaint Synagogue; 85x160 feet; pressed brick; tiled roof on dome, with terra-cotta trimmings; floor of lobby to be tiled, with marble base around walls; hot-air heating, fan driven; cost about \$100,000. (Referred to in May.)

Newport, Ark.—Lodge Building.—Newport Lodge No. 968, B. P. O. E., has awarded contract to S. H. Apple, Conway, Ark., for erection of building to cost about \$10,000.

North, S. C.—School Building.—City has voted bonds for erection of school building. Address The Mayor.

Oklahoma City, O. T.—Market.—Central Market Co. incorporated with \$50,000 capital stock by N. E. Dunn, L. D. Aufrecht, M. D. Storm and Ed L. Dunn.

Oklahoma City, O. T.—Warehouse.—Capital Warehouse Co. incorporated with \$10,000 capital stock by H. G. Clark and H. W. Cole of Oklahoma City; J. C. Pearson, Marshall, O. T., and others.

Opelousas, La.—Store Building.—Bids will be received for erection of two-story brick store building for J. K. Sandoz. Plans and specifications can be obtained from T. G. Chachere, architect.

Pikesville, Md.—Residence.—Jonas Hamburger, 1727 Bolton street, Baltimore, Md., has had plans prepared by Simonson & Pietsch, American Building, Baltimore, Md., for erection of residence; colonial architecture; four bathrooms; steam heat; gas and electric fixtures; sanitary plumbing; sewerage disposal plant. An artesian well will be drilled, water to be pumped by electrically-driven apparatus to an elevated tank; machinery will be placed on the iron tower supporting the 3000-gallon tank. Mr. Hamburger will also erect stables in rear; frame; concrete foundations; shingle roof.

Port Arthur, Texas.—Store Building.—H. E. Brinkman will erect two-story brick building 140x25 feet to replace burned structure.

Port Bolivar, Texas.—Lumber Pier.—Gulf, Colorado & Santa Fe Railway, C. F. W. Felt, chief engineer, Galveston, Texas, has adopted plans for port improvements at Port Bolivar, including erection of lumber pier, 1200 feet long and 300 feet wide.

Raleigh, N. C.—Public Buildings.—City will vote September 26 on issuance of \$100,000 of bonds for remodeling and enlarging city hall, providing space for auditorium, furnishing better accommodations for Police Justice's Court and city jail or guardhouse, accommodations for police telephone and signal system and for other municipal departments, hall or meeting-room for Board of Aldermen and offices for Mayor and other city officials, erection of market-house, etc.; William W. Wilson, City Clerk.

Raymondville, Texas.—Bank.—Raymondville State Bank will erect building recently mentioned; one-story; frame; 18x30 feet; cost \$2000; contractor, T. L. Akin.

Reisterstown, Md.—Hospital.—Building Committee, Jewish Home for Consumptives, has purchased 70 acres of land on which to build tubercular hospital for Hebrews. It

is proposed to remodel residence located on site and erect number of outbuildings. Chas. M. Anderson, 324 North Charles street, Baltimore, Md., architect.

Richmond, Va.—Railroad Y. M. C. A. Building.—Wilson, Harris & Richards, architects, Philadelphia, Pa., have filed plans with building inspector for erection of proposed Railroad Y. M. C. A. building; three stories and basement, in center of which will be swimming-pool; 60-foot frontage; brick; terra-cotta trimmings; tile roof. A. M. Walkup, reported in July as being lowest bidder at \$51,900, has secured contract.

Rutherfordton, N. C.—School Building.—City will probably vote on issuance of bonds for erection of school building. Address The Mayor.

San Augustine, Texas.—Store Building.—Reported that Tucker, Sharp & Co. will rebuild structure recently burned at a loss of \$18,000.

Savannah, Ga.—Store and Apartment Building.—F. Woolard has contract to erect store and apartment building for M. Blumberg & Sons; brick; three stories; front of plate glass set in nickel bars and base of marble. Plans have been prepared by Percy Sugden.

Shawnee, O. T.—Apartments.—C. C. Pritchard of Oklahoma City, O. T., will erect three-story flats; 60x50 feet; cost \$12,500; pressed brick; Bedford stone; concrete; steel or iron; asbestos roofing; electric and gas lighting; gas heating; plumbing; architect, Ed J. Peters; date of opening bids not settled.

Shelbyville, Tenn.—Hotel.—Reported that T. E. Kelton, proprietor of Hotel Dixie, is promoting organization of company to build another hotel.

Shreveport, La.—Clubhouse.—H. G. Snyder, president, will open bids September 10 for furnishing all material and labor for completion of Elks' club building (foundation is already finished) according to plans and specifications on file in office of A. J. Armstrong, architect; deposit of \$5 required for set of blueprints and specifications; certified check for \$1000, payable to Shreveport Elks Building Co., Ltd., required; usual rights reserved.

Springfield, Tenn.—School Building.—Springfield Manual Training School will erect building at cost of \$15,000; contract for foundation walls and cement work awarded to Nashville Concrete Co., 22 Cole Building, Nashville, Tenn.; architect, G. L. Lockhart, Nashville, Tenn.; three-story building; 58x85 feet; ordinary construction; tin roof; steam heat; electric and gas lighting.

St. Louis, Mo.—Residences.—A. G. Blanke will erect two two-and-one-half-story residences according to plans and specifications prepared by Wm. P. McMahon, Wainwright Building. Structures will be 25x38 feet, of brick, and stone and cost \$12,000.

St. Louis, Mo.—Apartment-houses.—Victor E. Rhodes will receive bids for six apartment-houses at Catalpa street and Suburban Railroad; two stories; 25x48 feet; cost \$30,000.

St. Louis, Mo.—Residences.—O. F. Humphrey is having plans prepared by A. F. Haeussler for four residences; two stories; 25x36 feet; brick and stone; cost \$25,000.

St. Louis, Mo.—Stone Gate.—H. C. G. Luyties is having plans prepared by A. F. Haeussler for stone entrance gate at Kenwood Springs costing \$6000.

St. Louis, Mo.—Hospital Buildings.—Robert A. Barnes Hospital will erect following hospital buildings: Two-and-one-half-story building, 70x81 feet; three two-story buildings, 61x61 feet; three two-and-one-half-story buildings, 61x62 feet, and two three-and-one-half-story buildings, 42x129 feet; brick and stone; gas and electricity; cost \$135,000; plans prepared and bids being received; T. C. Link, architect, Carleton Building.

St. Louis, Mo.—Apartment-house.—Genia Realty Co. has had plans prepared by William Wedemeyer, Wainwright Building, for erection of two-story store and apartment building; 40x56 feet; brick and stone; cost \$40,000.

St. Louis, Mo.—Residence.—August Kassebaum has had plans prepared by William Wedemeyer, Wainwright Building, for erection of residence; two stories; gas and electricity; cost \$10,000.

St. Louis, Mo.—Apartment-house.—Mrs. Kate Mitchell will erect double apartment-house; 42x59 feet; gas and electricity; cost \$10,000. Plans have been prepared by William Wedemeyer.

St. Louis, Mo.—Cottages.—Plans have been prepared by C. N. Breitshuh for erection of 24 cottages in St. Louis county; one and one-half stories; frame; cost \$40,000.

Sweet Springs, Mo.—High-school Building.

Board of Education, F. H. Tiadale, secretary, is having plans prepared by J. H. Felt & Co., Shukert Building, Kansas City, Mo., for erection of high-school building; two stories and basement; 64x96 feet; ordinary construction; brick and stone; slate roof; electric lights; hot-air heat; cost \$25,000; bids to be opened August 30.

Tallahassee, Fla.—Church.—First Baptist Church has secured location for church edifice; possession to be given August, 1908, after which time building to cost \$25,000 will be erected; pastor, John B. Pruitt.

Tallahassee, Fla.—Parsonage.—First Baptist Church will erect parsonage to cost \$4000; later church edifice will be erected; pastor, John B. Pruitt.

Taylor, Texas.—Warehouse.—Taylor District Farmers' Union will erect warehouse recently mentioned; cost \$5250; 100x200 feet; corrugated iron; architect, Henry Struve; contractor, R. H. Josey.

Timmons ville, S. C.—Church.—Methodist church will erect \$8000 edifice. J. H. Sama, Columbia, S. C., is preparing plans.

Triadelphia, W. Va.—School Building.—City will vote on issuance of \$20,000 of bonds for erection of school building. Address The Mayor.

Valdosta, Ga.—Church.—First Baptist Church will erect edifice. Address The Pastor.

Van Buren, Ark.—Warehouse.—Johnson Bros. have contract to erect cotton warehouse for Van Buren District of Farmers' Union; J. A. Barrett, sales agent.

Velasco, Texas.—Wharf.—Houston & Brazos Valley Railroad, D. T. Bomar, Fort Worth, Texas, president, has decided upon plans for proposed port improvements at Velasco, which will involve an expenditure of about \$500,000. Large warehouse has just been completed, and construction work on wharves will soon begin. Velasco Wharf & Warehouse Co. was reported incorporated in June with \$10,000 capital stock by D. T. Bomar, Felix Jackson of Velasco and others.

Vicksburg, Miss.—Hotel.—Helgason Bros. have purchased site at \$25,000 on which to erect hotel.

Wadley, Ga.—Bank Building.—Jefferson County Bank, John D. Walker, Spartanburg, S. C., president, will erect bank building.

Wake Forest, N. C.—Dormitory.—Wake Forest College will erect dormitory and common hall at a cost of \$30,000; Dr. W. L. Potent, president.

Washington, D. C.—Dwelling.—Rear Admiral Chas. D. Sigbee has purchased from D. Morford, 916 F street N. W., a lot at 23d street and California avenue 80x50 feet, and is reported as to erect residence.

Washington, D. C.—Dwellings.—G. W. Robinson will erect two two-story frame houses on C street near 60th street to cost about \$15,000; W. Sidner, architect; R. W. Gilliam, contractor.

Washington, D. C.—Stable.—Wood, Donn & Deming, architects, 808 17th street N. W., have completed plans for proposed stable to be erected at Bryant and College streets for Commissioners District of Columbia, 43 District Building. Structure will be 36x168 feet, of light brick and frame construction; slate roof; stalls for 36 horses; blacksmith shop, toolroom, harness-room, etc.

Washington, D. C.—Dwelling.—T. A. Schifely has secured permit to erect proposed two-story brick dwelling at 2117 M street N. W., to cost about \$10,000; J. Germueller, architect, 456 Louisiana avenue N. W.; J. C. Yost, contractor, 715 9th street N. E.

Washington, D. C.—Stable.—Work has begun on proposed stable to be erected in rear of 1135 New Hampshire avenue for W. M. Drury; structure to be two stories high, of brick, and cost about \$5500; A. B. Mullett & Co., architects, 1411 F street N. W.; Brennan Construction Co., contractor, foot of 31st street N. W.

Westport, Mo.—Apartment-house.—Plans are being prepared by Edgar C. Faris, Kansas City, Mo., for erection of apartment-house in Westport; brick and stone; gas and electricity; cost \$10,000.

RAILROAD CONSTRUCTION RAILWAYS

Augusta, Ga.—The Schofield Construction Co. of Philadelphia, it is reported, has been given the contract to build the connecting links of the Georgia & Florida Railway, which will extend from Augusta, Ga., to Madison, Fla. This is the line being built by John Skelton Williams of Richmond, J. Wm. Middendorf of Baltimore and associates. About 100 miles of new road must be constructed, besides revisions of line.

Bainbridge, Ga.—The Bainbridge North-eastern Railroad under construction from Pelham to Bainbridge is reported to have completed construction to a point within eight miles of Bainbridge. The line is to be then continued via Bainbridge through Florida to the Gulf of Mexico.

Baton Rouge, La.—C. H. Fiske, chief engineer of the Baton Rouge, Hammond & Eastern Railway, is reported as saying that it has finished 28 miles of grade between Baton Rouge and Hammond, La., or more than half the distance.

Centerville, Tenn.—The Gray's Bend & Centerville Railroad Co. has been chartered to build a steam railroad from Gray's Bend, on Duck river, in Hickman county, to Centerville, in Davidson county; capital \$50,000. The incorporators are Garnet S. Andrews, Robert H. Williams, Charles F. Frizzell, Chas. N. Gilbert and C. T. Boyd.

Covington, La.—The St. Tammany & New Orleans Railway & Ferry Co. has been voted a three-mill tax, or \$5000 a year, for 10 years by the Third and Fourth wards, which include Covington and Mandeville. It is to be an electric line operating via Abita Springs and connecting at Mandeville with fast steamers to New Orleans.

Covington, Va.—The Chesapeake & Ohio Railway is reported to have completed and put in service the Potts Creek branch from Covington as far as Jordan Junction, 18 miles.

Dallas, Texas.—The Dallas Interurban Electric Railway Co. has been granted an extension of time for six months to begin construction. D. E. Waggoner is president. J. Mercer Carter and others are interested.

Eckman, W. Va.—Mr. S. H. Meem, engineer in charge, informs the Manufacturers' Record that the Premier Pochontas Collieries Co. will build a railroad from Rodenfield, on the Norfolk & Western Railway, up Spice creek four and one-half or five miles to develop 4000 acres of coal. The company will do the work.

Edgefield, S. C.—B. E. Nicholson, chairman of the preliminary organization in the interest of an electric railway, has appointed a committee, composed of John C. Sheppard, A. E. Padgett and William P. Calhoun, to confer with the Augusta & Aiken Electric Railway Co. and also with the Seaboard Air Line Railway Co. concerning the proposed line, which is designed to extend from one road to the other via Edgefield.

Elkhorn, Ky.—The Grassy & Elkhorn Railroad Co. proposes to build three and one-half miles of line from Elkhorn to Grassy Creek, and right of way is being obtained; Leon Isaacson, president. John F. Hager and others are interested. Address, Coal Grove, Ohio.

Greenville, S. C.—J. N. Johnston, chief engineer of the Greenville & Knoxville Railway, Marietta, S. C., is reported as saying that the line is now in operation from Greenville to Travelers' Rest, 10 miles, and that about September 15 contracts will be let for building to River Falls, 27 miles. Grade is now completed to Riverview, 21 miles, and the line is to extend finally to Hendersonville, N. C., 56 miles.

Ivanhoe, Va.—The Ivanhoe & Carroll Railroad Co. has been chartered to build a railroad from Ivanhoe to Iron Rock, Va.; capital \$5000 to \$10,000. The incorporators are R. A. Carter, president, Pittsburg, Pa.; H. H. Carter, secretary and treasurer; W. A. Glenn, Joseph Warner, S. H. Dean, R. A. Carter, Jr., and Ison Cook, all of Ivanhoe, Va.

Knoxville, Tenn.—G. Bottendorf, locating engineer, is reported to have made a survey for the proposed Knoxville, Sevierville & Eastern Railway through Browns mountain. The grade is easy and includes two tunnels, one of 800 feet and the other of 1200 feet.

Lawrence, Ark.—Reported that an electric railway is proposed from Lawrence to Hot Springs, seven miles. Dr. J. W. Clendon, Joseph Longnotti, William McGulgan, Dr. E. C. Hays and others are interested.

Lookout, W. Va.—Mr. T. W. Raine, president of the Meadow River Lumber Co., Evenwood, W. Va., writes the Manufacturers' Record confirming the report that the Loop & Lookout Railroad Co. has been chartered, but he says that officers and directors have not yet been elected. The main line will be 30 miles long, connecting with the Chesapeake & Ohio Railway. Preliminary survey is under way.

Macdonald, Va.—The White Oak Railway, which is to be built from Oak Hill to Mount Carbon, W. Va., 19 miles, is reported to have completed two miles of line from Oak Hill to the Deepwater Railway, and now has under construction from the latter point

four miles of line to Carters. F. W. Scarborough is general superintendent at Macdonald.

Morgantown, W. Va.—Mr. George C. Sturges writes the Manufacturers' Record that the report of his advocating an electric railway between Morgantown, Point Marion and Connellsville, Pa., is nothing but newspaper speculation.

Newmarket, Va.—The report that the Southern Railway Co. intended to build an extension from Rapidan to Newmarket is officially denied in a letter to the Manufacturers' Record. No surveys have been made or ordered.

Newport, Tenn.—A press report says that the Southern Railway is pushing work on its 75-mile extension from Sunbright, on the Virginia & Southwestern Railway, via Persia and Whitesburg to Newport.

Onalaska, Texas.—The Beaumont & Great Northern Railroad, which has completed a line from Trinity to Onalaska, will, it is reported, on finishing the extension to Livingston, about November 1, let a contract for a further extension of 50 miles to a point near Beaumont. William Carlisle is president.

Orlando, Fla.—Dr. G. T. Bennett and others are reported interested in a movement to build an electric railway from Sanford, Fla., via Orlando to Kissimmee, Fla.

Paducah, Ky.—Mr. H. H. Loving, secretary of the Southern Construction Co., which is to do the work for the Paducah Southern Electric Railroad Co., writes the Manufacturers' Record that the American Engineering Co. of Indianapolis is about to begin survey and the company will also secure rights of way at once. The first division is from Paducah to Mayfield, Ky. W. A. Martin is president of the railroad, H. H. Loving secretary and manager and B. A. Scott treasurer. John F. Harth is president of the construction company, George Rush is vice-president and Mr. Scott is treasurer. Others interested in the railroad as directors are O. J. Rush, E. W. Whittemore, W. L. Houston and D. C. Roberts.

Princeton, W. Va.—The Pennsylvania Lumber Co. of Mercer county, it is reported, will build an extension of its railroad from a connection with the Deepwater Railway at Bush Creek to New River, in the vicinity of True, in Summers county. Line to be about 20 miles long.

Ridgeway, Va.—The Norfolk & Western Railway, it is reported, contemplates building a branch from Ridgeway, Va., to Spray, N. C., 11 miles. C. S. Churchill is chief engineer at Roanoke, Va.

Sedalla, S. C.—Mr. L. J. Browning writes from Union, S. C., to the Manufacturers' Record that the promoters of the proposed railroad are meeting with considerable encouragement in placing the stock locally. The line will go from Greer, on the Southern Railway, via Woodruff, on the Atlantic Coast Line, to Whitmire, on the Seaboard Air Line, 60 miles. It is contemplated to organize shortly.

Sherman, Texas.—The Goodlander Construction Co. of Kansas City is reported to have begun work on the improvements to the north yards of the St. Louis & San Francisco Railroad, the work to cost about \$250,000.

Shreveport, La.—President William Buchanan of the Louisiana & Arkansas Railway Co. writes the Manufacturers' Record that there is no truth in the press report that the company has bought an interest in the Shreveport & Northeastern Railway, under construction by A. K. Cline and others, from Shreveport to Minden and Homer, La.

Slocum, Ala.—The Alabama, Florida & Gulf Railroad Co. has been incorporated to build a line about 120 miles long from Chipley, Fla., to Crowley, Ala., via Enterprise, Slocum and Noma. The incorporators are the Alabama & Florida Lumber Co., the Noma Mercantile Co., Malone-Bealle Company, Faircloth-Sergeant Company, Morris Lumber Co., M. E. Daughtry, L. P. Anthony, J. M. Pilcher, W. A. Fountain, A. Pelham, J. A. Bateman, G. H. Herring, G. L. Weed, Dalton Drug Co., J. E. J. Holland, J. C. Ansley, J. C. Rigell, W. D. Grant, J. C. Davis, R. M. Jones, W. R. Watson, W. R. Deal, A. L. Kelly, A. C. Kelly, G. E. Hawkins and J. H. Ward.

Statesboro, Ga.—The Savannah, Augusta & Northern Railway Co. is reported to have completed nearly 30 miles of grade on its proposed line from Statesboro toward Chattanooga. W. J. Oliver & Co. are the contractors.

Stephenville, Texas.—J. B. Gilmer, vice-president and general manager of the Stephenville North & South Texas Railway, is reported as saying that an additional 12 miles of line will be opened for operation September 1, making the road 24.5 miles long. The

entire road from Stephenville to Hamilton, Texas, 43 miles, is to be opened by October 1. It runs via Alexandria and Carleton.

Taylors Valley, Va.—The Virginia-Carolina Railway is reported to have completed an extension from Taylors Valley to Kinna-rock, eight miles, making 31 miles of road, beginning at Abingdon.

West Point, Ga.—The Wright & Hardaway Construction Co. is reported to have begun grading on the 30-mile extension of the Chatahoochee Valley Railway Co.

Wilmington, N. C.—The Waccamaw Land & Lumber Co. of Wilmington is reported to have begun construction on its proposed railroad from Bolton, N. C., on the Atlantic Coast Line, to Juniper Creek, 15 miles, Bolton being 29 miles from Wilmington.

STREET RAILWAYS

Algiers, La.—The Algiers Railway & Light Co. is reported to have finished its line from Algiers to Gretna, five miles, and will put it in operation September 1. R. S. Stearns is general manager and Lee Carroll is president. Further extension is expected.

Atlanta, Ga.—The Georgia Railway & Electric Co. has been granted permission to build its proposed line from Brookwood to Buckhead, about five miles.

Charlotte, N. C.—The Charlotte Consolidated Construction Co. is reported to be rapidly pushing construction on its river line. J. W. Haas has the contract for the bridges, one of which, at least, will be of concrete and steel construction.

Fitzgerald, Ga.—Dr. L. C. Holtzendorff of Valdosta, Ga., has been granted a street-railway franchise in Fitzgerald, Ga., and it is proposed to extend the line nine miles to Ocella, Ga. Others interested are S. T. Holtzendorff and N. T. Whitney of New York, D. K. Walbridge of Saratoga, C. A. Holtzendorff and T. M. Paison of Fitzgerald.

Jackson, Miss.—F. G. Prout, manager of the Jackson Electric Railway, Light & Power Co. is quoted as saying that work will be resumed in November on the building of extensions.

Tyler, Texas.—Capitalists are reported to be investigating concerning the building of an electric railway in Tyler. The Mayor may be able to give information.

MACHINERY, PROPOSALS AND SUPPLIES WANTED

Manufacturers and others in need of machinery of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery needed we will make their wants known free of cost, and in this way secure the attention of machinery manufacturers throughout the country. The Manufacturers' Record has received during the week the following particulars as to machinery that is wanted.

Absorbent-cotton Machinery.—C. M. Gaffney, Rock Hill, S. C., wants addresses of makers of machinery for manufacturing absorbent cotton.

Air Compressor.—L. E. Bryant, 609 Brown-Marx Building, Birmingham, Ala., wants to buy Rand duplex imperial air compressor, 1700-foot capacity, second-hand.

Air Compressors and Drills.—H. J. Linder, 39 Cortlandt street, New York, N. Y., wants to buy steam-driven air compressors, capacity 150 to 200 cubic feet free air; also four air drills, small size.

Art Glass.—Wilson & Hendrix, Pine Bluff, Ark., will want bids on art-glass windows.

Belting.—J. W. Little, Paducah, Ky., wants belts for spoke mill.

Blower.—Fort Worth Manufacturing Co., Lutton street and T. & P. Railway, Fort Worth, Texas, will want blower for shavings.

Boiler.—Scott Bros., Roderfield, W. Va., want boiler. (See "Engine and Boiler.")

Boiler.—See "Hoisting Equipment."

Boilers.—H. J. Linder, 39 Cortlandt street, New York, N. Y., wants to buy several 60 to 70-horse-power portable locomotive boilers, mounted on wheels.

Bottling Equipment.—A. J. Robertson, Centerville Ice Co., Centerville, Tenn., will want equipment for bottling works.

Brick Plant.—Frank H. Short, Washington, N. C., wants information on brick busi-

ness—cost of plant, cost of manufacturing per thousand, etc.

Bridge Construction.—Cherokee County Commissioners, Gaffney, S. C., will open bids September 10 for building steel bridge over Broad river at Stacey's ferry; two spans of 165 feet each; width, 16 feet; steel piers 26 feet high; certified check, \$700; usual rights reserved; E. F. Lipscomb, County Supervisor.

Bridge Trusses.—Board of Awards, care of City Register, City Hall, Baltimore, Md., will receive proposals until September 4 for structural-steel trusses for Merryman's lane boulevard bridge over Stony run. Plans on application; check required and usual rights reserved.

Building Materials.—Southern Seating & Cabinet Co., Jackson, Tenn., is in the market for large quantity of building materials.

Building Materials.—Dr. Giles Lucas, Van Buren, Ark., will want porch columns, 18 feet high; also four colonnades for hall.

Building Supplies.—H. C. Mauer, Beaumont, Texas, wants prices on mill work, oak flooring, building stone, slate, cement, lime and patent plaster.

Cabinetmakers' Supplies.—Fort Worth Manufacturing Co., Luxton street and T. & P. Railway, Fort Worth, Texas, will want cabinetmakers' supplies.

Cement.—H. C. Mauer, Beaumont, Texas, wants prices on cement.

Chair Machinery.—J. B. Smith, Knoxville, Tenn., wants machinery for making chair stock.

Clothing Factory Machinery.—T. M. Street, Seneca, S. C., wants to correspond with makers of machinery for clothing factory.

Collar-pad Machinery.—C. M. Gaffney, Rock Hill, S. C., wants addresses of makers of machinery for manufacturing collar pads.

Concrete Flooring.—C. M. Fawcett, President Hardeman County Farmers' Union Warehouse Co., Bolivar, Tenn., wants concrete flooring.

Concrete Mixer.—B. F. Smith Fireproof Construction Co., 503 Pope Building, 817 14th street N. W., Washington, D. C., wants concrete mixer.

Concrete Mixer.—Scott Bros., Roderfield, W. Va., want No. 2 Ransome concrete mixer.

Conveying Machinery.—A. F. Trautwein, Farmers' Gin & Mill Co., Box 94, Cuero, Texas, will need seed conveyors, baled-cotton transporters, etc.

Corrugated Iron.—Charles A. Tappan, 18 North Hudson street, Oklahoma City, O. T., wants 150 squares of galvanized corrugated iron, No. 28 gauge.

Crusher and Elevator.—Scott Bros., Roderfield, W. Va., are in the market for No. 24 Climax crusher, mounted, with 35-foot elevator.

Dredging and Excavation.—United States Engineer Office, Wheeling, W. Va. Sealed proposals for dredging and rock excavation in approaches at Dam No. 18, Ohio river, will be received until September 24. Information furnished on application; F. C. Boggs, Captain, Engineers.

Drills.—See "Air Compressors and Drills."

Electric-light Plant.—See item under "Water-works."

Electric-power Equipments.—A. J. Smith, Dothan, Ala., is prepared to correspond with builders and installers of equipment for water-power electrical plants. (A. J. Smith lately mentioned in this department by error as of Dothan, Ga.)

Electrical Supplies.—Proposals will be received at Bureau of Supplies and Accounts, Navy Department, Washington, D. C., until September 3 to furnish at navy-yard, Charleston, S. C., a quantity of electrical supplies. Applications for proposals should refer to Schedule 230. Blank proposals will be furnished upon application to the navy pay office, Charleston, S. C. or to the bureau; E. B. Rogers, Paymaster-General, U. S. N.

Elevator.—H. C. Mauer, Beaumont, Texas, wants prices on hand-power freight elevator.

Engine.—See "Hoisting Equipment."

Engine and Boiler.—Scott Bros., Roderfield, W. Va., want 25-horse-power engine and boiler, mounted on wheels.

Galvanized Iron.—See "Corrugated Iron."

Handle Machinery.—W. H. Crowell, Whiteville, N. C., wants catalogues of handle machinery.

Heating Plant.—Dr. Giles Lucas, Van Buren, Ark., will want heating plant for \$4000 residence.

Hoisting Equipment.—J. H. Macleary, Suffolk, Va., is in market for 30-horse-power D. C. D. Lidgerwood hoisting engine with boiler complete; second-hand, in good condition, preferred. Name dealer's price f. o. b. Suffolk, Va., and time of delivery.

Ice Machinery.—A. J. Robertson, Centerville Ice Co., Centerville, Tenn., will want equipment for six-ton ice plant.

Iron Tanks.—See "Tanks."

Ironworking Machinery.—Columbus Showcase Co., Columbus, Ga., in market for following ironworking machine tools: Lathe, 30-inch swing, about 12-foot centers; single spindle shaper, small planer, drill press not less than 24-inch, set shell reamers, set each of pipe taps and dies up to three-inch, and key-seating machine; new or in first-class condition. Send full description with lowest net price.

Knitting Machinery.—T. M. Street, Seneca, S. C., wants to correspond with makers of knitting-mill machinery.

Laundry Machinery.—T. M. Street, Seneca, S. C., wants to correspond with makers of steam-laundry machinery.

Lighting Fixtures, etc.—Board of Awards, care of J. Sewell Thomas, City Register, City Hall, Baltimore, Md., will receive separate proposals until September 4 for the following items: First—Lamp fixtures for street gas lamps. Second—Lamp fixtures for street naphtha lamps. Third—For illuminating gas. Fourth—For street signs and fixtures. Specifications at office of superintendent of lamps and lighting, City Hall; certified check required and usual rights reserved.

Limestone.—Carolina Paper Pulp Co., Newbern, N. C., wants to buy limestone suitable for burning lime; can use one or two carloads each week.

Locomotive Tank.—See "Railway Equipment."

Logging Wagons.—J. B. Doney & Co., Bolton, La., want several eight-wheel logging wagons.

Machine Tools.—See "Metal-working Machinery."

Machine Tools.—See "Ironworking Machinery."

Machine Tools.—Atlantic Electric Co., Inc., 33 Bank street, Norfolk, Va., wants second-hand lathe for light repair shop use.

Mantels.—Dr. Giles Lucas, Van Buren, Ark., will want mantels for \$4000 residence.

Marble Floors, etc.—Elliott Woods, superintendent U. S. Capitol Building and Grounds, Department of the Interior, Washington, D. C., will receive proposals (in duplicate) until August 31 for marble floors, partitions, etc., for public toilet-rooms in the office building, House of Representatives; specifications on application, and usual rights reserved.

Mattress Supplies.—Fort Worth Manufacturing Co., Luxton street and T. & P. Railway, Fort Worth, Texas, will need mattress supplies, including ticking, binding and excelsior.

Mechanical Equipment.—Proposals for steam riveting machine, pneumatic tools and hoist, electric drills, repair parts for steam shovels, vacuum pump, etc., will be received at office of D. W. Ross, general purchasing officer, Isthmian Canal Commission, Washington, D. C., until September 18. Blanks and general information relating to Circular No. 357 can be obtained from above office or offices of assistant purchasing agents, 34 State street, New York City; Custom-house, New Orleans; 1066 North Point street, San Francisco, and 410 Chamber of Commerce Building, Tacoma, Wash.; also from Chief Quartermaster, Chicago; Depot Quartermaster, St. Louis; Depot Quartermaster, Jeffersonville, Ind., and Chief Quartermaster, Atlanta, Ga.

Metal-working Machinery.—R. W. Herfurth Company, 39 Cortlandt street, New York, wants milling machines, shapers, planers, drill presses, screw-cutting lathes and power stamping presses. Send full details with prices.

Mining Cars.—See "Railway Equipment."

Naval Supplies.—Bureau of Supplies and Accounts, Navy Department, E. B. Rodgers, paymaster general, Washington, D. C., will receive proposals until September 3 for supplies to be furnished at the navy-yard as follows: Schedule 226—Electrical instruments. Schedule 227—Tachometer and stop watch, thermometers. Schedule 229—Fire brick, nickel-steel chain, wire rope, bronze rod, nickel, brass tubes, glass cones, eye-guards. Schedule 236—Spruce, white cedar, white and yellow pine. Applications for proposals should designate schedule desired by number.

Paving.—See item under "Water-works."

Paving.—City of Dallas, Texas, will soon want bids on 50,000 or 60,000 square yards of street paving. Address William Doran, Commissioner of Streets.

Paving.—City of Muskogee, I. T., will receive bids on about 40 miles of street paving; business streets to be paved with brick; residence streets with asphalt. Contractors should address either Mayor T. H. Martin, E. L. Halsell, president of Commercial Club, or F. W. Shewey, member of City Council.

Paving.—Board of Affairs, Charleston, W. Va., will open bids August 27 for grading, curbing and paving Kanawha street from Court to Summers street, with privilege of extending paving to Capitol street at same figures, according to plans and specifications on file in office of W. A. Hogue, City Engineer. Bidders are requested to bid on work for construction of sand foundation, sand and tarred-board foundation and concrete foundation; usual rights reserved.

Planing-mill Machinery, etc.—C. C. McAllister, Ashboro, N. C., wants to correspond with manufacturers of planing-mill machinery, including sash, door and blind machinery.

Porch Columns.—Lewis C. Lenz, Rocky Mount, N. C., wants front porch columns.

Printing Machinery.—See "Rule Machinery."

Railway Equipment.—J. H. Macleary, Suffolk, Va., wants standard-gauge locomotive tank, capacity 2500 gallons; good condition; price f. o. b. Suffolk.

Railway Equipment.—Ashby Lumber Co., Oakland, Md., wants two miles of 20-pound relaying T rails; six or eight logging cars, 36-inch gauge; one 8 or 10-ton 36-inch geared locomotive.

Railway Equipment.—E. W. Gillespie, Knoxville, Tenn., wants 25 or 30 second-hand 36-inch-gauge mining cars.

Road Construction.—Road Directors of Allegany county, Cumberland, Md., will open bids September 6 for improving public highway between Lonaconing and Midland, Md., known as "Midland road;" all proposals on forms furnished by State Geological Survey Commission, obtained through office in Baltimore. Work includes grading and macadamizing of about three-quarters of mile, according to plans and specifications on file at office of Road Directors at Cumberland; certified check, \$200, payable to Road Directors; usual rights reserved; Clinton Uhl, chairman of Board.

Rule Machinery.—F. D. Ridge, Nashville, Tenn. (West Nashville), wants machinery for making rules, such as are used for advertising; also wants printing machine.

Sash, Blind and Door Machinery.—J. L. Talliaferro, 3100 Poplar street, Richmond, Va., will want equipment for manufacturing sash, blinds and doors.

Sawmill Equipment.—Licking River Lumber Co., Farmers, Ky., wants eight-foot band saw for 12-inch saw, also carriage for 40-foot logs.

Sawmill Machinery.—J. B. Smith, Knoxville, Tenn., wants sawmill machinery.

Sewerage Plant.—G. A. Kelly Plow Works, Longview, Texas, want bids on private sewerage-disposal plant.

Sewing Machines.—See "Clothing-factory Machinery."

Sheet Iron.—C. M. Fawcett, president Hardeman County Farmers' Union Warehouse Co., Bolivar, Tenn., wants sheet iron for warehouse covering.

Spoke Machinery.—J. W. Little, Paducah, Ky., wants spoke lathes and finishing machines.

Spoke Machinery.—J. B. Smith, Knoxville, Tenn., wants spoke-bolt machines and lathes.

Tanks.—Carolina Paper Pulp Co., Newbern, N. C., wants two iron tanks, one to be six feet high, 10 feet diameter, and one eight feet high, six feet diameter.

Textile Machinery.—See "Absorbent-cotton Machinery."

Vehicles.—See "Logging Wagons."

Wagon-hub Machinery.—W. H. Crowell, Whiteville, N. C., wants catalogues of machinery for manufacturing wagon hubs.

Water-works.—O. E. Newman, Manassas, Va., will open bids September 28 at the People's National Bank, Manassas, Va., for furnishing material, work and construction of water-works and electric-light plant and macadamizing streets. Bids will be received as a whole or for each class separately. Blueprints can be obtained from O. E. Newman, Manassas, Va., by sending \$2 per set (specifications will be furnished free of cost to prospective bidders) and can be seen at Pressley & Weller's office, 1416 F street N. W., Washington, D. C., and at office of Manufacturers' Record, Baltimore, Md.; usual rights reserved.

Water-works Plant.—Bay City, Texas, will want complete water-works plant. Address J. Sutherland, Mayor.

Well Drilling.—City of Vienna, Ga., B. F. Forbes, Mayor, wants to let contract for

drilling artesian well eight inches diameter and about 250 to 300 feet deep.

Well Drilling.—Atlanta Mining & Clay Co., Atlanta, Ga., wants to engage to drill an artesian well.

Woodworking Machinery.—See "Wagon-hub Machinery" and "Handle Machinery."

Woodenware Machinery.—W. H. Crowell, Whiteville, N. C., wants catalogues of machinery for manufacturing butter cups.

Woodworking Machinery.—See "Spoke Machinery."

Woodworking Machinery.—See "Rule Machinery."

Woodworking Machinery.—See "Chair Machinery" and "Spoke Machinery."

Woodworking Supplies.—See "Cabinetmakers' Supplies."

INDUSTRIAL NEWS OF INTEREST

A Sand Plant Offered.

There is offered for sale whole or part interest in a sand plant in Pennsylvania. This property comprises modern machinery and eight acres of land-bearing sand which is readily marketed. Details can be obtained by addressing W. M. Cronister, Martha Furnace, Pa.

Plaster Fiber Plant for Sale.

An established plant for manufacturing patent plaster fiber is offered for sale. It is stated that the enterprise is in profitable condition and is offered because of the ill-health of the owner. For full particulars address Robertson, Anderson & Varnedoe, Van Deventer Building, Knoxville, Tenn.

Foundry Plant for Sale.

Manufacturers or investors who may be prepared to purchase an established foundry plant are invited to address the Ashtabula Foundry Co., Ashtabula, Ohio. This company will send details of a modern and fully-equipped plant which it offers for sale. A partnership or consolidation proposition would be considered.

Vises for the Government.

Over \$1000 worth of "Pittsburg" vises were recently shipped to the Norfolk Navy-yard. The tools have the latest improvements, including the groove in the front jaw for holding firmly rods and other round work. The Pittsburg (Pa.) Automatic Vise & Tool Co. reports a large trade with the Government.

New Appointments Announced.

The Universal Portland Cement Co. of Chicago, Ill., and Pittsburg, Pa., announces from its Chicago office that C. J. Connell has been appointed assistant secretary in charge of the accounting department and that Frederick Blanchard has been appointed credit manager in charge of credits and collections.

For Barge and Wheel Boat.

Plans have been prepared by the Louisiana Central Construction Co. of New Orleans and Shreveport, La., for the construction of a second steel barge, 26x32 feet, to be equipped with double tracks to accommodate 14 cars. This company is also preparing plans for a steam wheel boat to be used for propelling the barge.

Capital Wanted by Railroad Contractor.

Capital is needed by an Eastern railroad contractor who has important contracts for construction work in his branch of activity. He is at present building a 50-mile electrical interurban street railway, and wants to associate a partner. Full investigation is invited. Address "Interurban," care of the Manufacturers' Record.

An Opportunity for Capital.

Capital is needed for an established Missouri manufacturing plant which is about to market a new product—a rock drill using gas or gasoline direct. The plant builds gas engines, gas-machine drills and other mechanical devices, and \$25,000 is wanted for extensions of plan. For particulars address Miners' Gas Engine & Manufacturing Co., Joplin, Mo.

The A. S. Cameron Slogan.

The A. S. Cameron Steam Pump Works of New York is using its slogan with good effect in advertising literature and trade-paper publicity, and it is well known and appreciated by the trade and users generally. This company long ago adopted its slogan, "Character: The Grandest Thing," because it was the character of the Cameron product that made Cameron reputation, and this principle is embodied in the manufac-

ture of every pump that is produced at the Cameron plant. All are marked with the Cameron symbol and trade-mark, the acorn.

Woodworking Machinery.—B. M. Root Company, York, Pa., wants second-hand 30-inch two-drum sander, standard make; Fay & Egan preferred.

Woodworking Machinery.—See "Sash, Blinds and Door Machinery."

Woodworking Machinery.—J. L. Talliaferro, 3100 Poplar street, Richmond, Va., wants medium-sized pony planer, double or single surfacer and 24-inch band resaw or circular resaw.

Woodworking Machinery.—B. F. Smith Fireproof Construction Co., 503 Pope Building 817 14th street N. W., Washington, D. C., wants machines for making millwork, mortising, etc., for frames.

Woodworking Machinery.—W. A. Burkhalter, Greenwood, Miss., wants machinery for turning porch columns and other products.

Bleachery Machinery for Sale.

Manufacturers who may be in a position to utilize machinery used in a cotton-goods bleachery are invited to address the Clear Water Bleachery & Manufacturing Co., P. O. Box 208, Augusta, Ga. This company offers the equipment and will send any particulars desired by prospective purchasers. (A detailed list of what is offered can be seen in advertising columns.)

Cotton and Woolen Mills Offered.

The Oella Mills at Oella, near Baltimore, Md., will be offered for public sale on September 19. This property includes mill buildings, cotton and woolen machinery, water-power of 1000 horse-power, 117 tenement-houses, an efficient labor organization, etc. A detailed description can be obtained from Messrs. Pattison & Gahan, auctioneers, 7 East Lexington street, Baltimore, Md.

Pauls Valley Needs Brick Plant.

A plant for producing building bricks is needed at Pauls Valley, I. T. There is plenty of clay and fuel available, and the market is said to be exceptionally promising. The Ten Thousand Club is prepared to give information regarding the possibilities for the enterprise and is desirous of interesting an experienced brickmaker who can invest some capital. Address J. C. Jones, president.

Southern-Made Desks.

Eventually the South will be engaged in all kinds of manufacturing. A new plant recently completed at Columbus, Ga., is that of the Columbus School Desk Co., which has a daily capacity of 200 school desks, besides numerous office desks, and opera seats will also be manufactured. This company is shipping its products all over the Southern States, as well as to many Eastern and Western States.

Increasing Trade.

A satisfactory increase is noted by the B. M. Root Company of York, Pa., in the demand for its products. This company manufactures wood and iron frame saws of every kind, plow-handle machinery, etc., and has recently added frame-rip and cross-cut saws. It also has a special cross-cut saw with roller carriage, adapted for use in box factories. Shipments of its plow-handle machinery have recently been made to the Southern Handle Manufacturing Co., Cornelius, N. C.; Towers & Sullivan Manufacturing Co., Rome, Ga.; McMillan Manufacturing Co., Louisville, Ky.; George M. Dilley & Son, Palestine, Texas, and the Empire Plow Co., Cleveland, Ohio.

Not a Reinforced Concrete Chimney.

Several weeks ago a windstorm at Lacrosse, Wis., caused the collapse of a chimney 150 feet high and six feet inside diameter which had been recently completed for the Michael Brewing Co. It was erroneously stated in some news reports of the accident that the chimney was of reinforced concrete construction. But the chimney was of reinforced tile construction, and it is desired that interested parties who may have heard of the accident should note the difference. The Weber Steel-Concrete Chimney Co. of Chicago is practically the only builder of reinforced concrete chimneys, and desires it to be known that it did not build the Lacrosse chimney.

Large Blow-Pipe Contract.

Doubtless the largest blowpipe contract ever let in this section of the country, approximating \$10,000, is that awarded to the Savannah (Ga.) Blowpipe Co. by the Central of Georgia Railway Co. for a blowpipe

and heating and ventilating systems for the new shops being built at Macon. In building these shops the closest attention has been paid to every detail. The latest and most modern apparatus and machinery have been purchased, and when the ponderous turbines, which will be used for generating electricity, are put in motion, Macon and the State of Georgia will have within their borders a railroad shop not to be surpassed, except probably in size, by any in this country. The Savannah Blowpipe Co. also secured contract for the new shop of the Atlantic Coast Line Railroad at Waycross, now nearing completion.

The Eagle Belting Co.

One of the leading manufacturers of belting is the Eagle Belting Co. of Cincinnati, Ohio, at present occupying quarters on East Canal street, and to occupy a building on the south side of Livingston street between John and Linn streets about September 1 as an additional plant. The site is 50 feet wide and 99 feet deep. The main building extends through entire depth and is 38 feet wide, six stories and basement. On remainder of lot is a one-story building 10 feet wide and 88 feet deep. The front will be used for office and the rear for a large stock of finished material. It is apparent that perfect light and air will be afforded the larger building for five of its six floors. Mr. John Caldwell, president of the company, has been engaged in the belting business for 37 years, and he aims to make his factory the best equipped west of New York. To that end everything that comes into the new plant will be of the best design for the preparation of leather. On the sixth floor will be the stuffing department, on fifth floor the stretching machines, on fourth floor the cutting-room. The new machinery will mainly be such as is used in these departments. New methods of stretching will be employed. Mr. Caldwell has been a close student of leather and has learned that no two hides are alike; therefore it is necessary to have a different treatment for each one in order that the belt when finished may go out with the maker's positive guarantee. He is the owner of 21 patents for stretching, and in the use of each of them, as are required for the different hides, reduces the different sections of the leather to identical thickness, with all the stretch taken out before being made into belting. On the second and third floors of the plant are the pressrooms, from which the finished product is delivered to the stockroom. In the basement are vats for tanning where it is desired to produce leather for special purposes, such as fast running and waterproof belts. The waterproofing is done in the initial stages, as it is impossible to impregnate a belt thoroughly after it has once dried. On the first floor of the main building will be the currying department, which is an addition to the previous work of the company. The Portland-cement industry is using considerable belting, and the Eagle Belting Co. has received an order from one manufacturer for no less than 24 double belts, ranging in width from 8 inches to 36 inches, and of varying lengths up to 108 feet. W. L. Hallpike is treasurer of the Eagle Belting Co.

Tin Roofing and Insurance.

A paper on "Tin Roofing and Insurance" as relating to fireproof roofing, which was read before the National Association of Master Sheet-Metal Workers at its convention held in Cleveland, Ohio, August 14, 15 and 16, will doubtless be of interest and value, especially to builders. The paper referred to was prepared by Powell Evans, president of the Merchant & Evans Company, Philadelphia, Pa., and is being circulated in pamphlet form by his company. The Merchant & Evans Company manufactures, imports and deals in tin andterne plates, metals, etc.

Municipal Paving Improvements.

There is general activity seen throughout the country in municipal paving improvements. This is strongly indicated in a report of contracts recently awarded for bituminous paving (Warren Bros. Company of Boston). The following are the contracts: Indianapolis, Ind., Western Construction Co. of Lafayette, Ind., 14,125 square yards; Detroit, Mich., Central Bitulithic Co., 5276 square yards; Asheville, N. C., Atlantic Bitulithic Co. of Richmond, Va., 6500 square yards; Regina, Sask., Bitulithic & Contracting Co., Ltd., of Winnipeg, Man., additional contract for 1900 square yards; Decatur, Ala., Southern Bitulithic Co. of Nashville, Tenn., contract for 31,921 square yards; Lynn, Mass., Warren Bros. Company of Boston, additional contract for 3328 square yards; Columbus, Ga., Southern Bitulithic Co. of Nashville, Tenn., contract increased 1250 square yards; Toronto, Ont., Warren

Bituminous Paving Co., 14,672 square yards; Toledo, Ohio, H. P. Stretcher & Co., 7000 square yards; St. Boniface, Man., Bitulithic & Contracting Co., Ltd., of Winnipeg, increased contract by 1800 square yards; Ensley, Ala., Southern Bitulithic Co. of Nashville, Tenn., 21,500 square yards; Independence, Mo., Kansas Bitulithic Co. of Kansas City, Mo., additional contract for 1600 square yards; Amherst, N. S., Warren Bituminous Paving Co. of Toronto, Ont., additional 5600 square yards; Newark, N. J., Standard Bitulithic Co. of New York City, 18,150 square yards; Hutchinson, Kan., Kansas Bitulithic Co. of Kansas City, Mo., additional 5543 square yards.

FINANCIAL NEWS

The MANUFACTURERS' RECORD invites information about Southern financial matters, items of news about new institutions, dividends declared, securities to be issued, openings for new banks, and general discussions of financial subjects bearing upon Southern matters.

Review of the Baltimore Market.

Office MANUFACTURERS' RECORD,
Baltimore, Md., August 28.

In the Baltimore stock market during the past week business was dull. United Railways common sold at 11½ to 11½; do. trust certificates, 11½; the incomes from 50½ to 50; the funding 5s, 78; do. scrip, 78; United 4s, 85 to 86; Consolidated Gas 6s, 103 to 102½; do. 4½s, 93; Seaboard Company first preferred, 50; Seaboard 4s, 67½ to 68; do. 10-year 5s, 95; Mt. Vernon-Woodberry Cotton Duck 5s, 79 to 79½; G. B. S. incomes, 20½ to 21; do. 1sts, 50½ to 50.

Citizens' Bank sold at 33; Fidelity & Deposit, 123; Mercantile Trust, 116; German Bank, 103.

Other securities were traded in as follows: Baltimore, Sparrows Point & Chesapeake 4½s, 90; Carolina Central 4s, 88½ to 89; Charleston & Western Carolina 5s, 106; Columbia & Greenville 6s, 108½; Georgia Pacific 1sts, 112½; Northern Central Railway stock, 87½ to 88½; Georgia & Alabama consolidated 5s, 102; Atlanta Consolidated Street Railway 5s, 102; George's Creek Coal & Iron, 75; Houston Oil, 6; Richmond & Danville debenture 5s, stamped, 103; Merchants & Miners' Transportation Co., trust certificates, 85; Atlantic Coast Line consolidated 4s, 90 to 89½; City & Suburban 5s, Baltimore, 106½; Anacostia & Potomac 5s, 100; Detroit United Traction 4½s, 85½.

SECURITIES AT BALTIMORE.

Last Quotations for the Week Ended August 28, 1907.

Railroad Stocks.	Par.	Bid.	Asked.
Norfolk Railway & Light.....	25	16	...
Seaboard Company Common.....	100	12½	15
Seaboard Company 1st Pfd.....	100	50	50
Seaboard Company 2d Pfd.....	100	24	24
United Railways & Elec. Co.....	50	11½	11½

Bank Stocks.	Par.	Bid.	Asked.
Citizens' National Bank.....	10	32	33
Drovers & Mech. Nat. Bank.....	100	238	...
Farmers & Mer. Nat. Bank.....	40	48	...
German Bank.....	100	110	...
Maryland National Bank.....	20	18½	...
Merchants' National Bank.....	100	171	...
National Bank of Baltimore.....	100	117	...
National Marine Bank.....	30	37½	...
National Mechanics' Bank.....	10	25	...
Third National Bank.....	100	109½	...

Trust, Fidelity and Casualty Stocks.	Par.	Bid.	Asked.
Fidelity & Deposit.....	50	120	125
Mercantile Trust & Deposit.....	50	120	...
U. S. Fidelity & Guaranty.....	100	109	...

Miscellaneous Stocks.	Par.	Bid.	Asked.
Ala. Con. Coal & Iron Pfd.....	100	85	...
Con. Cotton Duck Common.....	50	9	10
Con. Cotton Duck Pfd.....	50	28	30
Consolidation Coal.....	100	86½	90
G. B. S. Brewing Co.....	100	3	5
Georges Creek Coal.....	100	72	75
Mer. & Miners' Trans. Co. Cfs.....	100	85	86

Railroad Bonds.	Par.	Bid.	Asked.
Albany & Northern 5s, 1946.....	95	...	...
Atlantic Coast Line 1st 4s, 1962.....	89½	89½	89½
Carolina Central 4s, 1949.....	88½	90	...
Charleston & West. Car. 5s, 1946.....	106	...	...
Columbia & Greenville 1st 6s, 1916.....	107½	109	...
Georgia & Alabama 5s, 1945.....	101½	102	...
Georgia, Car. & North. 1st 5s, 1929.....	102½	...	...
Georgia Pacific 1st 6s, 1922.....	112	114	...
Georgia, Sou. & Fla. 1st 5s, 1945.....	106	...	...
Petersburg, Class B 6s, 1928.....	120	...	...
Savannah, Fla. & West. 5s, 1934.....	109	...	...
Seaboard Air Line 4s, 1950.....	67½	68	...
Seaboard Air Line 5s, 10-year, 1911.....	94	95	...
South Bound 5s, 1941.....	101	102½	...
Southern Railway Con. 5s, 1994.....	104	...	...
Washington Terminal 3½s.....	86	...	...
Western Maryland new 4s, 1962.....	70	72	...
Western Maryland 2d 4s.....	61	...	...

West Virginia Cen. 1st 6s, 1911.....	102½	103½	...
Wilmington, Col. & Aug. 6s, 1910.....	102½	...	...
Wilmington & Wel. Gold 5s, 1935.....	109½	...	...
Wilmington & Weldon 4s.....	96	...	...

Street Railway Bonds.	Par.	Bid.	Asked.
Anacostia & Potomac 5s, 1945.....	102	...	...
Atlanta Con. St. Ry. 5s.....	102	...	...
Baltimore City Passenger 5s, 1911.....	101½	...	...
Baltimore, S. P. & Ches. 4½s.....	91	...	...
Charleston Con. Elec. 5s, 1939.....	92	...	...
City & Suburban 5s (Balt.), 1922.....	106½	...	...
City & Suburban 5s (Wash.), 1948.....	100	...	...
Knoxville Traction 1st 5s, 1923.....	103	...	...
Lake Roland Elevated 5s, 1942.....	110½	...	...
Norfolk Railway & Light 5s.....	94	95	...
United Railways 1st 4s, 1949.....	85½	86	...
United Railways Inc. 4s, 1949.....	50	50½	...
United Railways Funding 5s.....	78½	...	...

Miscellaneous Bonds.	Par.	Bid.	Asked.
Alabama Con. Coal & Iron 5s.....	84	...	...
Consolidated Gas 6s, 1910.....	102½	103	...
Consolidated Gas 5s, 1939.....	107	107½	...
Consolidated Gas 4½s.....	92½	93	...
G. B. S. Brewing 1sts.....	50	50½	...
G. B. S. Brewing 2d Inc.....	20½	21½	...
Mt. Vernon-Woodb'g Cot. Duck 5s.....	79	79½	...
United Electric Lt. & Power 4½s.....	91½	...	...

SOUTHERN COTTON-MILL STOCKS.

Quotations Furnished by Hugh MacRae & Co., Wilmington, N. C., for Week Ending August 26.

Abbeville Cotton Mills (S. C.).....	Bid.	Asked.
Aiken Mfg. Co. (S. C.).....	90	92
American Spinning Co. (S. C.).....	140	...
Anderson Cotton Mills (S. C.).....	80	...
Arkwright Cotton Mills (S. C.).....	112	115
Augusta Factory (Ga.).....	66	...
Avondale Mills (Ala.).....	125	...
Belton Mills (S. C.).....	110	112
Bibb Mfg. Co. (Ga.).....	113½	...
Brandon Mills (S. C.).....	125	126
Cabarrus Cotton Mills (N. C.).....	127	125
Chadwick Mfg. Co. (N. C.) Pfd.....	97	...
Chiquola Mfg. Co. (S. C.).....	121	126
Clifton Mfg. Co. (S. C.).....	115	120
Clifton Mfg. Co. (S. C.) Pfd.....	101	...
Clinton Cotton Mills (S. C.).....	147	...
Columbus Mfg. Co. (Ga.).....	96	101
Courtenay Mfg. Co. (S. C.).....	85	...
Dallas Mfg. Co. (S. C.).....	96	100
Darlington Mfg. Co. (S. C.).....	80	82
Eagle & Phenix Mills (Ga.).....	130	137½
Easley Cotton Mills (S. C.).....	146	...
Enoree Mfg. Co. (S. C.).....	70	...
Enoree Mfg. Co. (S. C.) Pfd.....	99	100
Enterprise Mfg. Co. (Ga.).....	90	94
Exposition Cotton Mills (Ga.).....	225	240
Gaffney Mfg. Co. (S. C.).....	92	95
Gainesville Cotton Mills (S. C.).....	59	63
Granby Cot. Mills (S. C.) 1st Pfd.....	47½	50½
Granville Mfg. Co. (S. C.).....	165	166
Greenwood Cotton Mills (S. C.).....	97	98½
Grendel Mills (S. C.).....	119	...
Henrietta Mills (N. C.).....	161	175
King Mfg. Co., John P. (Ga.).....	97	100
Lancaster Cotton Mills (S. C.).....	110	...
Lancaster Cot. Mills (S. C.) Pfd.....	98	...
Langley Mfg. Co. (S. C.).....	100	100
Laurens Cotton Mills (S. C.).....	160	...
Limestone Mills (S. C.).....	140	...
Lockhart Mills (S. C.).....	92	98½
Lockhart Mills (S. C.) Pfd.....	97	100
Louise Mills (N. C.).....	90	96
Louise Mills (N. C.) Pfd.....	98	...
Mariboro Cotton Mills (S. C.).....	92	93
Mayo Mills (N. C.).....	165	186
Mills Mfg. Co. (S. C.).....	110	...
Mills Mfg. Co. (S. C.) Pfd.....	101	...
Monaghan Mills (S. C.).....	109½	110
Monarch Cotton Mills (S. C.).....	102	110
Newberry Cotton Mills (S. C.).....	140	150
Norris Cotton Mills (S. C.).....	122	...
Olympia Cot. Mills (S. C.) 1st Pfd.....	70	71
Orangeburg Mfg. Co. (S. C.) 1st Pfd.....	80	97
Orr Cotton Mills (S. C.).....	107	108½
Pacolet Mfg. Co. (S. C.).....	175	...
Pacolet Mfg. Co. (S. C.) Pfd.....	100½	101
Pelzer Mfg. Co. (S. C.).....	165	175
Piedmont Mfg. Co. (S. C.).....	155	175
Raleigh Cotton Mills (N. C.).....	100	105
Richland Cot. Mills (S. C.) Pfd.....	62½	...
Roanoke Mills (N. C.).....	165	...
Saxon Mills (S. C.).....	125	...
Sibley Mfg. Co. (Ga.).....	63	65
Spartan Mills (S. C.).....	150	155
Springstein Mills (S. C.).....	100	100
Trion Mfg. Co. (Ga.).....	137½	...
Tucapau Mills (S. C.).....	195	200
Union-Buffalo Mills (S. C.) 1st Pfd.....	73	...
Victor Mfg. Co. (S. C.).....	133½	135
Warren Mfg. Co. (S. C.).....	92	93½
Warren Mfg. Co. (S. C.) Pfd.....	103	...
Washington Mills (Va.).....	30	...
Washington Mills (Va.) Pfd.....	100	115
Whitney Mfg. Co. (S. C.).....	145	160
Wiscasset Mills (N. C.).....	127	135
Woodruff Cotton Mills (S. C.).....	127	135

Quotations Furnished by William S. Glenn, Broker, Spartanburg, S. C., for Week Ending August 26.

Abbeville Cotton Mills (S. C.).....	Bid.	Asked.
Aetna Cotton Mills (S. C.) Pfd.....	97	...
Aiken Mfg. Co. (S. C.).....	82	80
American Spinning Co. (S. C.).....	125	...
Anderson Cotton Mills (S. C.).....	80	...
Arcadia Mills (S. C.).....	98	101
Arkwright Cotton Mills (S. C.).....	112	...
Augusta Factory (Ga.).....	80	86
Avondale Mills (Ala.).....	119	...
Belton Mills (S. C.).....	109	...
Bibb Mfg. Co. (Ga.).....	115	...
Brandon Mills (S. C.).....	125	...
Bragon Mills (S. C.).....	57	62
Cabarrus Cotton Mills (N. C.).....	120	...
Chadwick Mfg. Co. (N. C.) Pfd.....	103	...
Chiquola Mfg. Co. (S. C.).....	122	...
Clifton Mfg. Co. (S. C.).....	117	...
Clifton Mfg. Co. (S. C.) Pfd.....	108	...
Clinton Cotton Mills (S. C.).....	155	...
Courtenay Mfg. Co. (S. C.).....	94	100
Dallas Mfg. Co. (S. C.).....	92	96
Darlington Mfg. Co. (S. C.).....	80	85
D. E. Converse Co. (S. C.).....	112	...
Eagle & Phenix Mills (Ga.).....	128	135
Easley Cotton Mills (S. C.).....	130	134
Enoree Mfg. Co. (S. C.).....	75	83
Enoree Mfg. Co. (S. C.) Pfd.....	102	...
Enterprise Mfg. Co. (Ga.).....	82	90
Exposition Cotton Mills (Ga.).....	225	...
Gaffney Mfg. Co. (S. C.).....	95	...
Gainesville Cotton Mills (Ga.).....	45	52
Glenwood Cotton Mills (S. C.).....	112	...
Gluck Mills (S. C.).....	94	98
Granby Cot. Mills (S. C.) 1st Pfd.....	50	...
Granville Mfg. Co. (S. C.).....	190	165

Greenwood Cotton Mills (S. C.).....	94	98
Grendel Mills (S. C.).....	115	...
Hartsville Cotton Mill (S. C.).....	124	...
Henrietta Mills (N. C.).....	166	...
Inman Mills (S. C.).....	102	110
King Mfg. Co. J. P. (Ga.).....	97	103
Lancaster Cotton Mills (S. C.).....	102	110
Lancaster Cot. Mills (S. C.) Pfd.....	92	99
Langley Mfg. Co. (S. C.).....	92	96
Laurens Mills (S. C.).....	150	162
Limestone Mills (S. C.).....	140	...
Lockhart Mills (S. C.).....	94	101
Lockhart Mills (S. C.) Pfd.....	96	101
Loray Cotton Mills (N. C.) Pfd.....	99	106
Louise Mills (N. C.).....	90	95
Louise Mills (N. C.) Pfd.....	102	...
Mariboro Cotton Mills (S. C.).....	90	...
Mayo Mills (N. C.).....	150	200
Mills Mfg. Co. (S. C.).....	109	...
Molobon Mfg. Co. (S. C.).....	103	...
Monaghan Mills (S. C.).....	112	...
Monarch Cotton Mills (S. C.).....	105	110
Newberry Cotton Mills (S. C.).....	127	...
Ninety-Six Cotton Mills (S. C.).....	115	...
Norris Cotton Mills (S. C.).....	104	...
Odell Mfg. Co. (N. C.).....	90	...
Olympia Cotton Mills (S. C.).....	70	80
Orangeburg Mfg. Co. (S. C.) Pfd.....	80	...
Orr Cotton Mills (S. C.).....	107	...
Pacolet Mfg. Co. (S. C.).....	165	180
Pacolet Mfg. Co. (S. C.) Pfd.....	101	104
Pelzer Mfg. Co. (S. C.).....	167	175
Piedmont Mfg. Co. (S. C.).....	167	...
Poe Mfg. Co., F. W. (S. C.).....	125	130
Raleigh Cotton Mills (N. C.).....	100	...
Richland Cot. Mills (S. C.) Pfd.....	59	...
Roanoke Mills (N. C.).....	119	...
Saxon Mills (S. C.).....	127	...
Sibley Mfg. Co. (Ga.).....	58	63
Southern Cotton Mills (N. C.).....	63	...
Spartan Mills (S. C.).....	149	152
Springstein Mills (S. C.).....	100	...
Trion Mfg. Co. (Ga.).....	132	140
Tucapau Mills (S. C.).....	205	...
Union-Buffalo 1st Pfd.....	70	75
Union-Buffalo 2d Pfd.....	20	27
Union Mfg. Co. (S. C.).....	130	...
Warren Mfg. Co. (S. C.).....	97	100
Warren Mfg. Co. (S. C.) Pfd.....	106	107
Washington Mills (Va.).....	25	...
Washington Mills (Va.) Pfd.....	100	106
Whitney Mfg. Co. (S. C.).....	160	...
Wiscasset Mills (N. C.).....	119	...
Woodruff Cotton Mills (S. C.).....	135	140

New Corporations.

